

**THE  
RAILWAY GAZETTE**

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## DIESEL RAILWAY TRACTION

*The April issue of this RAILWAY GAZETTE publication illustrating and describing developments in Diesel Railway Traction, is now ready, price 2s.*

## THE PROBLEM OF RAILWAY PASSENGER FARES AND TRAIN SERVICES

A suggested plan for equalising  
passenger travel over both rail  
and road services

BY J. H. LAUNDY

Formerly Audit Accountant, Southern Railway

PRICE ONE SHILLING

**THE RAILWAY GAZETTE**  
33, TOTHILL STREET, WESTMINSTER, S.W.1

## Labour and Nationalised Industries

PRACTICALLY ever since the first experiments were made in the nationalisation of basic industries, disappointment has been evident among those who clamoured most for the change from private ownership. The rank and file have not ceased to call for a greater share in management, but the T.U.C. General Council, in a recent report, has reaffirmed that control of nationalised industries should be vested in independent boards and that the members of these should be chosen for competence and ability without political tests. It insists, however, that trade unions, while retaining complete independence, should have their share of representation on the boards. This year's Labour Party Conference will have a formidable list of resolutions expressing dissatisfaction with the way in which nationalised industries are being run. Five separate resolutions deplore the high salaries paid to executives and officials of nationalised undertakings, partly on the ground that they are out of keeping with "Socialist ideals," and partly because they are compelling local authorities to raise salaries in general so as to secure efficient staffs.

## Western Australian Commissioner of Railways

After the passing of the Government Railways Act Amendment Act by the Western Australian Parliament in the 1948 session, applications were called, in Australia and overseas, for the position of Commissioner of Railways and for two positions of Assistant Commissioner. The present Commissioner of Railways, Mr. J. A. Ellis, had already indicated that he did not wish to be considered for the post, but at the Government's request he agreed to continue in office after the completion, on January 14, 1949, of his third five-year term, until the new Commissioner could assume office. The Minister for Railways has now announced the new Commissioner as Mr. A. G. Hall, lately Director-General of Railways, Pakistan, who was selected from 150 applicants, including 120 from overseas. Mr. Ellis had completed 15 years of service as Commissioner on January 14 last, the longest term of any Commissioner in the State; some account of railway developments in Western Australia during his first ten years of office was given in our May 5, 1944, issue. The two Assistant Commissioners, the Minister for Railways states, will not be appointed until Mr. Hall's advice has been obtained; one will have engineering qualifications, and the other experience in the traffic, commercial, and accounting branches. Portraits and biographies are given elsewhere.

## C.I.E. Stockholders Defer Accounts

The annual meeting in Dublin on March 23 of Coras Iompair Eireann (the Irish Transport Company) ended in a decision to adjourn for two weeks consideration of the directors' report and statement of accounts. During that time a statement of accounts is to be prepared on the lines suggested in the Milne report, which stockholders believe will put the company's assets on a higher basis than in the balance sheet drawn up by the directors. It claimed that the ordinary stockholders should be bought out by the Irish Government for £3,500,000, and that a total of £16,500,000, including debentures, should be paid for the company. The Chairman, Mr. T. C. Courtney, who succeeded Mr. A. P. Reynolds on February 18 last, gave an assurance that a balance sheet on the lines suggested by Sir James Milne would be sent to each stockholder for his information, and a copy of it to the Government. They could have an adjourned meeting, but at it the balance sheet before them would be the same as that at the present meeting. This proposal was accepted; one speaker said that if the company could show that on the basis suggested by Sir James Milne, instead of a loss of £1,500,000, they were £700,000 up, it would be a help.

## Canadian National Railways

The report of the Canadian National Railways for 1948 was tabled in the Canadian House of Commons on March 18. As in former years, it is attractively printed, with statistical tables set out in clear type, and with excellent illustrations of the many activities and the material of this great system. It

reveals the highest gross operating revenue in the company's history, at \$491,269,950, and operating expenses of \$464,739,970, leaving net operating revenue \$26,529,980, compared with \$41,075,373 in 1947. After payment of all charges there was a deficit of \$33,532,741. Freight rate increases granted in 1948 brought in \$53,670,000 of the gross revenue, but this was nullified by an increase of \$67,617,363 in expenditure. Freight carried totalled 85,240,738 tons, a decrease of 980,541, and freight revenue was \$393,544,359, an increase of \$50,962,356. Passengers carried decreased by 1,143,825 to 20,083,064, and passenger revenue by \$1,455,548 to \$41,562,141. Mr. R. C. Vaughan, Chairman & President, in his statement states that freight rates continue to be a matter of vital concern. The 21 per cent. increase given in April, 1948, did not provide sufficient additional revenue to offset ever-rising operating costs, and in effect it represented an average increase in freight revenue of 18.2 per cent., whereas the average overall increase in freight rates in the United States is 51.7 per cent.

### Cross-Channel Improvements

Sir Herbert Walker, Chairman of the Channel Tunnel Co. Ltd., presided at a meeting of British Railways, Southern Region, Lecture & Debating Society, on March 24, when Mr. J. L. Harrington, Chief Officer, Administration, Railway Executive, read a paper on "The Channel Tunnel and Ferry." Improvement of the Channel crossing was a subject that had fascinated the minds of many men over a long period, said Mr. Harrington, and the first proposal for a tunnel was made to Napoleon Bonaparte in 1800. For the tunnel it had been a tale of frustration and disappointment to promoters of successive generations, but for the ferry in its later years it had been a record of solid achievement. Comparing conditions today with those in 1930, when the Committee appointed by Mr. Stanley Baldwin reported that the tunnel would be profitable and of economic advantage to this country, Mr. Harrington said the cost of civil engineering had risen two or three times, though this might be off-set in part by improvements in the technique of tunnel construction. Upkeep and working costs were now at a higher level, but so were cross-Channel rates and fares. Since 1930, the train ferry had become an accomplished fact, and it must be a matter for determination whether future requirements of travel and trade between Britain and the Continent could be served better by the construction of a tunnel, or by progressive development of train-ferry routes at a lower initial cost.

### Overseas Railway Traffic

Fluctuations in G.W. of Brazil traffic continued during the fortnight ended March 19, when a £1,200 increase in the first week was followed by a £3,000 decline, and brought the total deterioration in receipts for the current 11 weeks to £10,200. Traffic for the two weeks amounted to £75,100, and on the aggregate, G.W. of Brazil receipts now are £452,300. Expanding traffic again were recorded by the Antofagasta (Chili) & Bolivia and Paraguay Central railways during the fortnight under review. For the two weeks ended March 20, Antofagasta receipts were £151,530, or £36,420 above those for the equivalent period of last year, and aggregate traffic at £788,360 are up by £165,330. Paraguay Central traffic was higher by £46,618 in the fortnight ended March 18 and amounted to £187,794; receipts for the current 37 weeks are £3,857,138. During the week ended February 26, South African Railways traffic advanced by £106,156 to £1,409,917 and on the aggregate are £64,127,264, as compared with £60,264,711 last year.

### American Wagon Loadings

On March 4 we pointed out that the number of wagons loaded on the U.S.A. railways had decreased seriously during the first five weeks of this year. Details of the loadings for the nine weeks to March 5 show that the situation had not improved at that date. The number of wagons forwarded was 688,000 less than in the first nine weeks of 1948, or 9.8 per cent., and was 999,000, or 13.6 per cent., below the 1947 figure. The only commodities which increased in volume were coke and ore, as a result of pressing demands from the iron and

steel industry. The production of bituminous coal fell off by 14 per cent., and that of anthracite by nearly 30 per cent. Less than wagon load traffic continued to decline at an alarming rate; for the first seven weeks of this year forwardings were 13 per cent. below 1948 and 20 per cent. under 1947. Naturally, wagons have not been in brisk request; the average turn-round time in January was 16.6 days, a full day more than in January, 1948, and nearly two days more than in 1947, which was a year of record traffic. The Canadian railways, we are glad to see, are recovering; their forwardings for the seven weeks ended February 19 are down less than 1 per cent.

### British Railway Investments in Mexico

The total amount of British money invested in Mexico, according to the annual statistics compiled by the *South American Journal*, was £141,809,181 in 1948. On this, interest amounting to £1,368,305, or 0.9 per cent., was paid and no less than £97,752,152 was unremunerated. This is rather more than in the previous year (£93,441,647), although the amount of interest forthcoming in 1947 was rather more, and equal to 1 per cent. No interest has been paid on any of the capital invested in the railways of Mexico since 1935, but investors in the old National Railways recently have been offered terms of settlement similar to those made available to holders of Government Bonds in 1943. The total amount of British capital invested in railways in Mexico last year was £73,151,940. It will be seen that rather more than half the total British investment in Mexico at the present time is represented by railway securities.

### Abandoning London Tramways

Although permission has now been given to the London Transport Executive to proceed with the abandonment of its remaining tramways (principally in South London) the task is unlikely to be completed for some years. The work will proceed eastwards in nine stages, over a period of about three years, and the last sections to be abandoned will be those near the overhaul depot at Charlton. The primary pressing need is to replace over-age buses in the existing fleet, and, until arrears are overtaken, vehicles will not be available for tramway replacement. Nevertheless, work is to be undertaken forthwith on the new garages near Stockwell Station, and on the site of the tramway permanent way depot at Peckham. In addition, seven of the present tram depots are scheduled for permanent conversion as bus garages, namely, those at Wandsworth, Clapham, Streatham, Thornton Heath, Camberwell, New Cross, and Abbey Wood. Lord Latham has stated that the annual loss on London tramway operation is now approximately £1,000,000. Something like 1,100 56-seat diesel buses will be required eventually to replace the 800 remaining trams.

### Automatic Lubricator for Steam-Brake Cylinders

In the past, little attention seems to have been given to the production of an efficient and economical lubricating device for locomotive steam-brake cylinders. Usually, some type of oil reservoir, or dashpot, was filled at the beginning of a turn of duty, and then was forgotten. Most of the oil thus supplied ran down into the brake cylinder forthwith, and afterwards escaped, so that before long, the brake piston was working in a practically dry cylinder. A lubricator that can be filled and then forgotten is ideal—but only, of course, if it will continue to do its work efficiently—and Davies & Metcalfe Limited is to be commended for having evolved a new design for steam-brake cylinders, which not only fulfils this condition, but also does its work without waste. The lubricator, which is described and illustrated elsewhere in this issue, is a simple, automatic metering-device that takes in a definite quantity of oil from a reservoir, on release of the brake, and then transfers it into the steam supply pipe to the brake cylinder, when a brake application is made. In view of the large number of locomotives fitted with steam brakes, which are at work in many countries, any device that will result in an increase in the efficiency of the brake, without involving measurable extra maintenance, is to be welcomed.

## Transport Commission's Search for Revenue

WHEN Sir Cyril Hurcomb, Chairman of the British Transport Commission, spoke at the annual luncheon of the Mansion House Association on Transport last week, he was talking to representatives of trading organisations who are large users of transport. The majority of those who listened to him were traffic managers, or held some similar position in their respective undertakings. Sir Cyril Hurcomb gave a detailed review of some of the handicaps under which the Commission is suffering, a hint of some of the measures which he hopes will ameliorate the position, and finally, a plea for less indulgence in "C" licences by the trading community.

In 1945 the net revenue of the railway and London Passenger Transport Board undertakings, which were pooled under the control agreement with the Government, amounted to £62,547,000. For the previous year they had been £90,256,000, which, although below the peak of £105,568,000 for 1943, was still a very satisfactory figure. There was a further decline in net revenue in 1946, but it was still £32,182,000. By that time, in six years, the railways had made a total net revenue of over £444,000,000. How easy it must have seemed then to run railways at a profit, and how little merit attached to technical skill and efficiency, and administrative ability built up over many generations. How different is the story today, when estimates of the deficiency for 1948 vary between £20,000,000 and £30,000,000, and when the decline in traffic receipts shows no sign of ceasing.

Sir Cyril Hurcomb claimed improved punctuality, although admitting that 10 per cent. of steam expresses were over half an hour late in January. The wagon position had improved, but coaching stock was still very short. He thought that probably there was no single step which would be so likely to increase railway revenue as to make available more coaching vehicles to carry excursion traffic. He lay great stress on the value of cheap facilities, and said that last year gross receipts from special cheap fares had been £4,000,000 more than in 1947. Just how much of that £4,000,000 was left when reduced to a net figure he did not say, but other items he gave suggested that in the process it underwent considerable shrinkage. He promised more reduced fare facilities shortly. These will include such features as cheap day tickets at special rates, more day, half-day and evening excursions, and circular tours and holiday season tickets.

The search for economies is being intensified. Technical and operating economies in many cases will take years to fructify fully, and many of them will require expenditure of money and scarce materials to make them possible. Sir Cyril Hurcomb thought that there was considerable field for economy in devoting funds and manpower to renewals and in getting away from extravagant repairs. Nevertheless, the fact that from 60 to 70 per cent. of the expenditure of the railways and of London Transport is represented by salaries and wages, provides a hard core with which it is difficult to deal. The total in 1948 was £268,000,000, compared with £120,000,000 in 1938. Efforts were being made to adjust manpower to the volume of work, and the staff of British Railways had fallen by 4,000 in the four weeks ended January 30.

On the new charges schemes which the Commission is preparing, the Chairman said that it would be necessary to ask the Minister for some extension of time in the preparation of the schemes, but he hoped before long to consult traders on matters preliminary to the actual fixation of charges. It would be necessary to pay more regard to cost of operation.

Sir Cyril Hurcomb returned to the question of cost when he was speaking of "C" licences and the action and reaction between the rates a trader has to pay for transport and the traffic he is willing to consign. He asked, however, what was bound to be the result on the general rates structure if a great concern which drew into its works vast supplies of low-grade raw materials at comparatively low freight rates, withheld its outgoing finished traffic and sent that by its own private road vehicles? He had no doubt that the Commission would find means of meeting even such cases; if public transport was given a chance, and if traders generally gave it the traffic, they would benefit by the wider spread of overhead charges.

Whether piecemeal reductions in passenger fares are a more effective way of increasing traffic than a general reduction

may be doubted. We have previously expressed the view that the greatest disability under which the Transport Commission suffers is the need to make its services pay, taking one year with another. If nationalisation of transport is to be a financial and operating success it must be conducted on far more ruthless lines than it has been so far. Political expediency has caused weakness and retreat in the face of determined opposition since the Transport Bill was first printed. Political pressure at an early stage resulted in increasing the radius of carriage by traders' vehicles; progress in the acquisition of road interests, both passenger and goods, has been relatively slow, and even when completed will still leave large numbers of operators outside the Commission's fold. If nationalisation is to be justified it can be only by the provision of a better and more efficient service at less cost than would have been possible under private enterprise. That is the criterion by which the Commission will be judged.

\* \* \* \* \*

## Indian Railway Enquiry Committee, 1947-II

THE report of the Indian Railway Enquiry Committee, 1947, confirms the need for a strong commercial organisation, which was stressed by the Pope and Wedgwood Committees. It says emphatically that commercial officers should be selected from the best and keenest railwaymen and should have as good prospects of promotion as operating officers. The report also agrees with the opinion of the Wedgwood Committee that, the railways being almost the most unpopular institutions in India, steps should be taken to keep the "railway case" before the public. It is considered that public relations officers should be chosen from the railway staff and be attached to the commercial department after special training. The energies of these "P.R.Os" should not be side-tracked on extraneous work.

Another recommendation of the Wedgwood Committee was that freight rate books should be introduced at stations and that all new rates should be fixed in the head railway offices. The report states that the Railway Board has decided to adopt this course and expresses a hope that the work will be pursued energetically. The report does not deal with the level of rates and fares, as that is a matter for the Cabinet, with the approval of which a new set of telescopic class rates and wagon rate schedules came into force on October 1, 1948. The problem of the difference between owner's risk and railway risk rates might be referred to the Railway Rates Tribunal.

The Committee supports the principle of having one coal rate scale for the whole of India, but thinks that the effect of the new scale introduced by the Government on September 1, 1948, should be watched. A further proposal will seem curious to British railwaymen. It is to impose an additional charge of 4 annas per ton when open wagons are supplied by request to collieries. The bulk of India's coal is carried in covered wagons and much empty haulage is incurred in supplying open wagons to certain collieries which keep down costs by using mechanical loading plants. On the East Indian Railway empty haulage to the coalfields represents 80 per cent. of loaded mileage for open wagons as against 60 per cent. for covered. The collieries, we imagine, will not relish the idea of paying an extra due for having up-to-date facilities and will no doubt argue that they load wagons which are cheaper to build and repair than covered vehicles.

The increase in claims payments is serious enough on British Railways, but in India settlement of claims for damage or loss of goods is costing on individual railways from 20 to 50 times as much as it did before the war. In some parts of India, running train thefts are on such a highly-organised scale that they can be called looting. In addition to strengthening "Watch and Ward" staff, it is suggested that Ellis locks should be used extensively on wagons and that wagons might be made "thief-proof" by altering their design. The Committee was not satisfied with the handling of claims which go to court and would like to see suits properly defended when there are grounds for repudiating the claims.

The report urges the railways to pay greater attention to the quick transit of "smalls." It also recommends that a collection and delivery service be developed gradually on a large scale to counter road competition. At present both



Indian rail and road carriers have as much traffic as they can transport, but the Committee advises the railways to watch developments in the rail-road situation, so that their commercial departments may not be unprepared when conditions change.

#### FINANCE

The financial position of the Indian railways is not satisfactory, and the Committee thinks there should be in the finance branch of the Railway Board a unit whose duty would be to explore means for increasing earnings; it does not see much scope for reducing current working expenses, which represent over 83 per cent. of gross earnings. The Financial Adviser of each railway should be entrusted similarly with the duty of developing earnings. The Committee does not agree with a decision of the Railway Board to establish a separate finance branch on each railway.

The report suggests that the budget work in the Railway Board's office should be transferred from the control of the Director of Accounts to the Director of Finance. It proceeds to express concern at the likelihood of a heavy increase in capital outlay in the near future, and strongly suggests that no fresh capital expenditure should be incurred without financial justification. A further recommendation is that the cost of intangible assets should be written off by contributing 1 per cent. of gross earnings every year to an amortisation fund.

A depreciation fund was formed in 1924 to provide for the original cost of wasting assets when they were replaced. This fund is affected adversely by the steep rise in replacement prices, which began in the war years and may endure for a long time. The report recommends that the fund be kept solvent by making a substantial contribution annually for the next five years; at the end of that period, an inquiry should be held to determine suitable rates of depreciation.

#### STAFF

The report states emphatically that the staff strength on the railways is on the high side. During recent years there has been a general slackening of discipline and lowering of efficiency. Apart from improvements in service conditions, training, and supervision, the report recommends that organised labour should be asked to embark on a campaign to stimulate greater effort. The Committee goes on to discuss recruitment and training of staff at great length, stressing the need for education and training among all grades up to the rank of Senior Officers, for whom refresher courses should be given in the Staff College, set up by the Railway Board at Deolali. This section of the report closes with a paragraph approving the constitution of Joint Production Committees for the railways and pressing the Government to take early action in the matter.

#### RESEARCH

Though three earlier committees of inquiry urged the importance of research to the Indian railways, the report states that the existing organisation is inadequate and hopes that the Railway Board will give effect quickly to its intention of forming an advisory committee under the chairmanship of the Chief Commissioner. The engineering research conducted in the Central Standards Office should be extended, but full use should be made of national and university laboratories. Costly buildings are not, the report says, required for railway research at the start. It is more important to select research staff with care and to make their prospects attractive. Qualified men should be encouraged to go abroad for study, but, generally, the report is against the railways' undertaking fundamental research.

#### CENTRAL CONTROLLING AUTHORITY

To run the railways on business principles, the Committee feels that there should be a central controlling authority, empowered to settle and carry out long-term development schemes, and to give prompt decisions on all railway subjects. In its opinion the Railway Board, being not only the Railway Executive but also part of the Government Secretariat, does not fulfil these requirements. The Board is not alone in framing policy, so that long-term planning is difficult and decisions are often delayed, while there is too much interference with day-to-day working.

To remedy these defects, the report recommends the vesting of the control and management of the railways in a statutory authority, but would defer action until 1954, when it should be possible to hand over the railways as a sound going concern. The proposed authority would consist of a Chairman and six members, of whom one would be a financial expert and another a person accustomed to organise workers. The Chairman and two members would render whole-time service—the other members would attend for part-time only.

The report follows the lead of our Transport Act, 1947, in suggesting that the Transport Minister should have power to give directions to the authority in matters of national interest, and that particulars of each direction should be included in the authority's annual report to Parliament. Proposals are formulated for limiting the financial powers of the authority, whose accounts would be in a form prescribed by the Auditor General of India and would be audited by him.

Under the proposed system of administration, the Railway Board would become a Railway Executive, with the Chief Commissioner as Chief General Manager or Director-General. The powers of the Executive would be such as the authority delegated to it. On vesting day all railway officers and staff would become servants of the authority and not of the Government. The Railway Rates Tribunal should be retained as an independent arbiter between the public and the authority. The Central Advisory Council for Railways and the Local Advisory Committees should remain likewise.

#### RAILWAY BOARD

During the last few years the strength of the staff in the Railway Board's office has grown to numbers which the Committee regards as excessive. There were, for example, 20 principal posts in 1939; the number is now 43. The increase in staff is out of proportion to any increase in work, and the Committee feels that whenever possible a policy of decentralisation should be pursued. It would be possible in that way to reduce the size of the Board's office and speed up the conduct of business. There is no doubt that delays occur in dealing with matters which are within the competence of the Board.

The report does not recommend any immediate reduction in the size of the Board itself, but suggests that its constitution be examined when conditions become normal. Neither does the report propose to depart from the existing practice of selecting senior railway officers for all seats on the Board, save that of Financial Commissioner. The Chief Commissioner need not be a Civil Engineer, as has been the rule in the past, but should, the Committee thinks, be a General Manager who has shown himself to be the best administrator and leader of men. The Financial Commissioner, in its opinion, should have spent the larger part of his railway service as an Accounts Officer. Lastly, the Committee feels that the Secretary, Railway Board, should be relieved from some of his executive responsibilities so that he can devote more time to the control of the office and to prompt handling.

#### STATISTICS

The report closes with a homily on statistics, advocating their prompt compilation and circulation. It is thought that each railway should have a statistical officer and that these officers should meet periodically to exchange views. All officers, in addition, should have a course of training in the use of statistics, and a handbook should be prepared to explain the various statistical units, and the methods of employing them. A novel proposal—for India—is that a booklet containing the more important annual results should be compiled and sold to the public.

In this analysis of the report, we have not tried to deal with several subjects on which the Committee has sent interim reports to the Government, or which raise domestic issues for the Government to settle. We refer to such questions as the regrouping of railways, railway grainshops, the railway accounts office, and the old controversy about divisional *versus* departmental organisation. We have, further, no space to discuss various notes of dissent lodged by Mr. S. Guruswami, the Labour representative on the Committee. His objections seem to be met completely by certain observations made, as a rejoinder, by the other members of the Committee.

(Concluded)



## Nigerian Railway

THE financial year ended March 31, 1948, showed little relief from the difficulties of the previous year. The copy of the report which we have received from Mr. D. C. Woodward, General Manager, reveals, however, that the total revenue of the Nigerian Railway for the first time in any year exceeded £5,000,000. Operating earnings, at £4,785,056, also were a record, but salary and wage increases reduced the net operating surplus from £1,537,303 to £1,279,164. The net revenue account in fact shows a deficit of £22,481, after payment of interest charges, but this is because of depreciation of investments, and wage awards being made retroactive to January 1, 1946, thereby necessitating fifteen months' arrears being charged to a single year's account. In the following table appear some operating results for the year:—

	1946-47	1947-48
Passenger journeys ... ..	6,255,669	6,583,434
Tonnage hauled... ..	1,393,648	1,245,440
Average haul (miles) ... ..	339	364
	£	£
Gross receipts ... ..	4,672,955	4,785,056
Operating expenditure ... ..	2,705,652	3,075,893
Operating surplus ... ..	1,967,303	1,709,163
Renewals contribution ... ..	430,000	430,000
Interest on capital ... ..	947,215	900,762
Net surplus ... ..	812,039	-22,481

So that the maximum effort of the railway could be applied to the transport of groundnuts for export, haulage of cocoa and palm kernels had largely to be relinquished in favour of private road carriers. In view of the unsatisfactory locomotive and rolling stock situation and the record groundnut crop of 335,000 tons which had to be moved, the fact that there was a carry-over of 92,000 tons of the 1946-47 crop awaiting movement to port when the new crop was harvested, is no discredit. The fourteen Canadian-built 2-8-2 locomotives received in June, 1947, have performed good work. Had it been possible for them to arrive earlier there would have been no back-log of groundnut haulage.

Despite a reduced service, passenger traffic reached its highest figure since 1938-39. Fraudulent travel is being combated by the efforts of the railway police and train inspectors. The most important of the Civil Engineering capital works was the relaying between Jebba and Minna, of which 42 miles were completed.

The rebuilding of deteriorating American lease-lend wagons, envisaged in the previous report, has been held up because of the delay in supplying materials for workshops extension. Within two or three years, however, the railway should be fully equipped with modern locomotives and rolling stock to cope with all foreseeable demands.

## Football Cup Tie Revenue for Road and Rail

(From a Correspondent)

THE sixth round of the Football Association Cup ties played at the four venues of Brentford, Hull, Portsmouth, and Wolverhampton attracted large, if not record, crowds, and a large proportion travelled with the respective visiting teams from Leicester, Manchester, Derby, and West Bromwich by road and rail at competitive fares for these long and tiring journeys.

The official figures recorded and receipts were as follow:—

	Attendance	Receipts
Brentford v. Leicester ... ..	38,900	£3,712
Hull v. Manchester United ... ..	55,000	£7,200
Portsmouth v. Derby ... ..	51,385	£5,465
Wolverhampton v. West Bromwich Albion ... ..	55,684	£6,362
Totals ... ..	200,969	£22,739

These figures alone reveal that there was severe competition, road *versus* rail, to secure patronage, but it cannot be claimed that British Railways did their best on this opportune occasion to make the most of the advantages at their disposal to stem the tide of falling revenues.

It is time that everyone realised that where one engine, hauling one train with a staff of four, driver, fireman, guard, and ticket collector, is sufficient to convey in comfort at least 1,000 passengers if required, it takes one man to operate a

motor coach conveying 32 passengers, with an expensive use of petrol, at rates which are anything but economic.

Thus, at Brentford on Saturday, February 26, no less than thirty road motor coaches arrived after long, tiring journeys, with compulsory stops *en route*, after early starts from Leicester, when British Railways did not offer cheaper, and more comfortable and reasonable facilities with the important lavatory arrangements which enable long non-stop runs to be made.

By L.M.R. from Leicester to St. Pancras is 99 miles, but there was no necessity to arrange excursions by this route, which entailed the extra expense of about 2s. for all concerned then to reach Brentford. The return excursion day fare from Leicester to London is 19s. 11d., and the half-day fare 12s.

Until the last war the L.M.S.R. had a direct route from Leicester to Kew Bridge (less than one mile from the Brentford Football Club arena) via Hendon, Acton Wells Junction, and Acton Central, but Kew Bridge Station has been closed to L.M.R. passenger traffic and the half-hourly shuttle service between Acton Central and Kew Bridge withdrawn.

This route could have been operated with advantage on the particular Saturday and saved any possible dislocation of the services to St. Pancras at busy periods. Brentford F.C., with its supporters requiring three special trains, used this route for its cup tie when last drawn against Leicester just before the outbreak of war.

Quite apart from these facilities, however, British Railways failed lamentably to offer a much better and direct route on Saturday, which has never been utilised before, and it must be now a matter of regret that this was not realised in good time to secure valuable revenue which was lost to road motor competition, at rates which hardly cleared their respective expenses.

In days gone by, all traffic passing from the Great Central Railway on to the G.W.R. had to be routed via Banbury by what was known as the Banbury Agreement. Now that obstacles of this nature for settlement in the Railway Clearing House have been abolished, a glance at a good railway map will reveal that the best route from Leicester to enable the perfect running of a special train, allowing the passengers to reach Brentford with the least possible inconvenience, is from Leicester Central, Eastern Region, via Ashendon Junctions, Princes Risborough to Greenford, and thence via West Ealing loop to Ealing Broadway, with an excellent and frequent motorbus service less than two miles to Brentford. In addition, there is the additional advantage of running the empty train forward less than three miles to Acton (Western Region) and Old Oak Common engine and carriage sidings ready for the return journey.

With an advertised start at 11.15 a.m. from Leicester by this route, for a half-day excursion 12s. return, the journey could have been accomplished easily in 2½ hr., with a clear run, which the existing schedules provide, and from Ashendon Junction to Greenford, it would be assured of another clear run passing Princes Risborough about 12.45 p.m. to reach Ealing Broadway easily by 1.45 p.m. in 2½ hr., half the time taken by road motor coaches. Return trains from Ealing Broadway timed at 6.10 p.m. or 7.10 p.m. would secure non-stop runs from Greenford, and get all back to Leicester at the most convenient times, instead of after midnight.

The conclusions and the facts are that the old groups of railwaymen in most instances still run "in grooves," and modern ways and means do not appeal to them, with the result that the travelling public is denied reasonable concessions which should be offered promptly to secure good paying passenger traffic, now neglected through complete indifference to what is required.

INSTITUTION OF LOCOMOTIVE ENGINEERS.—The annual general meeting of the Institution of Locomotive Engineers will be held on Wednesday, April 13, at 5.30 p.m., in the hall of the Institution of Mechanical Engineers, Storey's Gate, London, S.W.1. After the official business, M. Louis Armand, Deputy General Manager, French National Railways, will deliver the Sir Seymour Biscoe Tritton lecture, when his subject will be "The Influence of the Treatment of Boiler Waters on the Maintenance and Utilisation of Steam Locomotives."

## LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

### Safety Precautions for Third Rails

Itchen Abbas,  
Winchester, March 21

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Would it be practicable to introduce a system of safety precautions for third rails in England?

In rural districts on the Southern Region where trains run at intervals of 30 or 40 min., a scheme for only allowing the live rail to be electrified while the train was in that section might be innovated. This would greatly reduce the danger of electrocution both to humans and animals. Although the cost of such a scheme would probably be great, surely it would be well worth while?

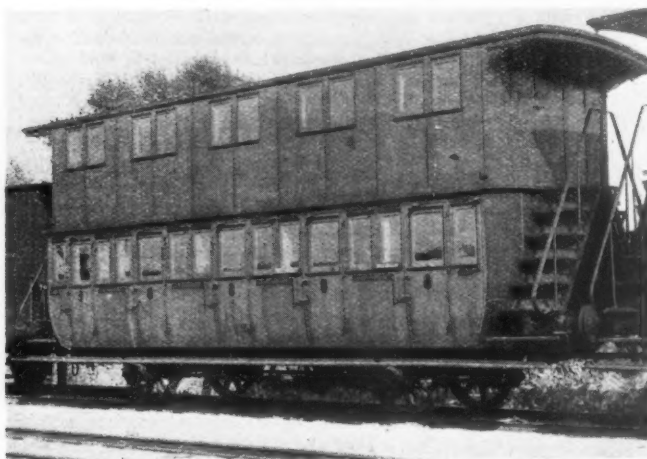
Yours faithfully,  
J. M. HUNT

### Danish Double-Deck Coaches

Strandboulevarden 145,  
Copenhagen, March 11

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have pleasure in sending you a photograph of the old Danish double-deck coaches, to which you made brief reference in your March 4 issue, and also a general arrangement drawing. I am sorry to say that the complete drawings are no longer available. The first of these coaches were



acquired in 1877, the last of them as late as 1901, and we have had in all about 41 of them. The lower deck consisted of compartments, while the upper deck was one large very low-ceiling saloon, which the passengers entered via an outside uncovered iron staircase. The last of them was condemned in 1936, but in the later years of their life they were used only as the last reserve. In the '30s they were used for specials for school children going on summer holiday.

Yours faithfully,  
F. P. PEDERSEN

### Professional & Technical Staff

Southampton, March 11

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—It came as a shock to me to read "Old Ashfordian's" letter in your issue of today's date. He suggests that he is "standing alone." No, sir, you are not alone; I am prepared to state that you have most of the younger members of the P. & T. staff behind you. Within the past year in the area in which I am employed there has been a marked tendency to leave or consider leaving the R.C.A. because it is still treating us only as secondary or hangers-on.

Many of the younger members have suffered the financial conditions mentioned in one of your previous letters. After working long hours in the shops, they studied even harder during the evenings, often during raids and their aftermath, to reach a standard of proficiency sufficient to make them of use in the companies' drawing or other offices, only to find that they are now liable to become redundant.

To crown all this, the R.C.A. sends out a circular which indicates that all those young men who failed to attain 18 years of age by January, 1940, will not be entitled to receive any compensation, should redundancy come their way. These are the ones who kept on volunteering for the Forces only to be told: "You are on essential employment." They received no gratuity (they do not begrudge those who did), nor did they receive a living wage; no, not even as much as a trainee who in most cases was less efficient at the job.

Now, Mr. Heady, look at our latest award. These young men already are getting more than anything the R.C.A. has obtained. Finally, let me pay tribute where it is due (I am not a company's man, but justice should be done); the old Southern is to be praised for not reducing the above-mentioned men's rates to the award minimums. Yes, I know, Mr. Heady, that "there have been no cases," but are we to thank the R.C.A. or the people who hold the reins of the cash box? I leave you to answer.

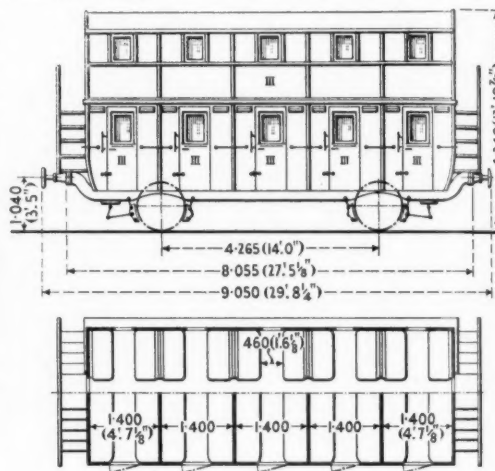
Yours faithfully,  
RAILWAY ENTHUSIAST

### The Winsford Accident

The Old Manor,  
Salisbury, Wilts. January 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—From Mr. Skelton's letter in your issue of January 28 it would seem that I was not as clear as I might have been in my letter in your issue of January 14. I had no intention of suggesting that track-circuits might become useless, etc. On the contrary,



they would tend to prevent what occurred. We are in full agreement on that point. It was a block false line clear indication that I referred to.

Doubtless someone will be able to produce the rules in force at the moment regarding communication cord stops. My own information on the point is not sufficiently up to date. It would seem as well that a driver should have some discretion as to exactly where he stops, and even be able to proceed to a nearby station, but should he be able to proceed an unlimited distance without taking any notice whatever? I alluded to other causes of stoppage as the protection required must cover all cases.

Yours faithfully,  
COURTENAY BARRY

### Locomotive Numbering and Classification

Enfield, Middlesex, February 7

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Some months ago details were published by the Railway Executive of the numbering of British Railways locomotives, and it was stated that these numbers were to appear on the smokebox door in the style of the former L.M.S.R. However, nothing has been said regarding the exhibition of the number on the cab or bunker side. Many styles are now in vogue, but personally I would recommend a number plate in the ex-G.W.R. style. Like the smokebox number, once it is affixed, it is there for all time.

Similarly, no details of locomotive classification have yet appeared, and it is interesting to consider what form it will

take. The only railway that did classify its locomotives on a logical system was the L.N.E.R., where each letter of the alphabet was taken to represent a certain wheel arrangement. As there are now certainly no more than 26 wheel arrangements in the country, this system would seem admirable.

The L.M.S.R. did not attempt to classify its locomotives; it merely classified their power, a classification so vague that pre-grouping and/or other references must be brought in to distinguish any particular class.

The Great Western merely contented itself by referring to a class by the number of the prototype or by a class name, both of which systems fall down when referring to engines brought in by the amalgamation. True, the G.W.R. does have its diagram numbers, but these are hardly known outside Swindon.

The Southern has used names only or has merely perpetuated the pre-grouping classes with consequent confusions (e.g., the R and R1 classes).

Thus it would appear that the L.N.E.R. system is the only logical system.

I would also recommend that a locomotive shed code modelled on that of the late L.M.S.R. be adopted, where all the sheds in one district are given a parent number with a letter suffix to denote each shed. The code should be exhibited also in the ex-L.M.S.R. fashion on the engine where it is easy to read. Further, could not the power class and route restriction be shown in one standardised position; for example, under the number, or number plate, on the cab or bunker side?

Yours faithfully,  
INGONYAMA

### "Trains All Upside Down"

8, Powis Grove,  
Brighton, 1. March 24

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The reference in one of your recent Scrap Heap columns to the finding of a footprint on the ceiling of a carriage calls to mind a similar incident I witnessed.

During a long delay newspapers had been discarded and passengers were gazing around when the clear imprint of a rubber heel was observed on the roof of the carriage.

A wit among the passengers—he shall be nameless—observed that there was little cause for wonderment as the trains were all upside down.

Yours faithfully,  
H. W. CECIL

### Passenger Fares and Train Services

11, Frances Road,  
Windsor, February 24

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Your correspondent's carefully-prepared article on "Passenger Fares" in the January 28 issue must have caused a great deal of interest, but he is on false ground in proposing any system of fares which envisages higher costs to the traveller than at present exist, especially when such increases are so substantial as the example quoted between London and Glasgow.

To my mind, a complete revolution of present ideas and methods has to come about, so that a demand for travel is created to such an extent that it will enable fares to be reduced automatically to the region of 1½d. per mile for all ordinary services, i.e., services up to 60 m.p.h. average speed between terminals and composed of standard stock.

The fare-reducing and service-uplifting process must be synchronised and best may be determined whilst in the experimental stages over self-contained areas, apart from long-distance fares passing through such areas. For example, a large area such as York, Darlington, Middlesbrough, Scarborough, Hull, Selby, might be taken, or all lines west of Plymouth, or an individual stretch such as Cambridge, Bletchley, Oxford, might be selected to work on.

One also reads that the Railway Executive plans to standardise twelve locomotive types, no doubt a worthy aim, but to win back passenger traffic it first and foremost should design and build in some numbers (a) a railcar to seat 56 persons and capable of hauling one coach on level routes, or a specially-designed lightweight trailer coach on hilly routes, and (b) a three-bogie articulated railcar seating upwards of 100 persons and capable of hauling trailers as mentioned above. If the motive power can be an efficient steam plant having low maintenance costs and capable of being driven and fired by one man (i.e., by automatic feed), so much the better to save the need of installing diesel equipment, training shed staff, and using imported fuel.

The requirement of one-man operation I consider to be essential, and here one wonders if a "dead-man's handle" is so necessary as was thought once, when one considers the thousands of buses daily on the roads without any such safeguard. Also, no doubt, some heart-searching would be called for in Union circles, but is it not better to aim at having a service requiring a large number of one-man driven vehicles rather than a system gradually sinking more and more into decay, so requiring fewer employees every time a fresh notice is posted: "So-and-so line to be closed to passenger traffic"?

The stock has to be comfortable, and modern in conception; in fact, let someone for a change try to design something twenty years ahead instead of merely being up-to-date. Definite steps are required to see that it is kept at least as clean as one has become accustomed to in the average bus fleet of today.

The service, wherever possible, must be on an hourly basis at regular intervals, despite all the horror this may cause in circles concerned with line-occupation. Where it is frankly impossible to run an attractive timetable because of the value and importance of freight or other traffic constantly passing, some definite attention to this fact should be made in public timetables, with mention of alternative road services available.

Imagination should be widely permitted in the drawing up of new services running between points where a reasonable public demand is known to exist or can be anticipated, although never previously attempted because of artificial company "frontiers." Three such services that come to mind are a mid-England route between Lincoln, Nottingham, Stafford, Wellington, and Shrewsbury; another parallel route to the south, between Hitchin, Bedford, Towcester, Stratford, Evesham, and Gloucester, and, thirdly, Staines (Southern), transfer to Western Region to West Drayton, then reverse for Slough, Maidenhead, and High Wycombe. I feel that the conventional railway train is fast becoming obsolete, except for long distances or at times of exceptional loadings, and a great deal of inter-town working could be carried efficiently by smart and attractive railcars running punctually to schedules that to a fair degree are independent of trouble-making connections, because of late running of long-distance trains. After all, with an hourly service, if the main line is late and the railcar leaves to time, there probably will be only about 30 min. until the next one is due to leave for those passengers requiring its use, whereas all those "locals" who regularly use that service will have kept their schedules and satisfaction with the service.

One other thing is publicity. When an area is selected where a greatly improved service is to be offered at a reduced fare level, the greatest care should be taken to get the facts across to the man in the street, remembering that he probably never uses a railway station. So utilise the places where he does go for certain—the cinemas and the public houses; display posters in prominent positions, and set about getting that man to use the railway station and its trains with a sense of pleasure rather than doubtful anticipation, as is often the case today.

So my call is—select a few areas, build up a fleet of existing or new types sufficient to give the scheme a proper chance, draw up an attractive and useful timetable, couple it with fares at 1½d. a mile, publicise the whole venture, and see what happens. I dare to suggest the result will be most reassuring for the future of rail traffic.

Yours faithfully,  
E. V. CLARK

### Advertising Railway Facilities

52, St. Georges Square,  
Westminster, S.W.1. March 26

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Thank you for publishing my letter on railway advertising in your issue of March 25.

I must apologise for an error I made in it and should like to point this out in case someone else might notice it.

I say West Croydon Station on page 314. This should have been South Croydon. I travelled to both stations on the day in question and this caused me to make the mistake. West Croydon Station is more or less at ground level. South Croydon involves the climb.

Yours faithfully,  
CLAUDE SISLEY

FRENCH INDUSTRIAL EXHIBITION FOR LISBON.—A French industrial exhibition is to be held in Lisbon from May 25-June 12. The exhibition will consist of a comprehensive display of technical developments in all branches of French industry.



## The Scrap Heap

### TRAIN AND TAXI BEAT TELEGRAM

Charles Kent, amateur billiards championship contender, wired from Haywards Heath that he would be late for his tie in London. Then he took a train to Victoria and a taxi to Burroughes Hall—and arrived before his telegram.—*From the "Daily Express."*

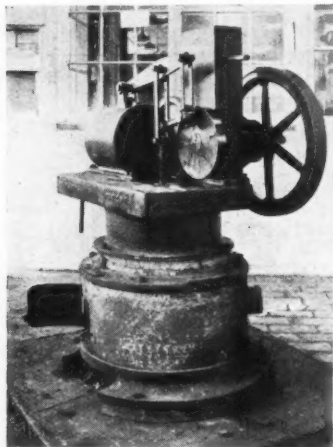
Our contemporary *Railway Age* states that the Grand Central Station of the New York Central is the most heavily assessed property in New York City. The station alone, excluding office buildings and related facilities, is valued for 1949 50 tax purposes at \$36,000,000 (£9,000,000), of which \$23,600,000 (£5,900,000) represent land value. The Empire State Building is assessed at \$34,500,000 (£8,625,000) and the Pennsylvania Station at \$28,840,000 (£7,210,000).

### FREE TRAVEL FOR RAILWAYMEN

Now that the railways are nationalised, why should there be cheap tickets and free travel for railwaymen and their families? One can understand these things under private enterprise. But as we are all owners of the railways now, why these "perks" for railwaymen? An Inland Revenue official does not pay any less tax than the rest of us.—*D. C. Rigby, in a letter to the "Evening Standard."*

### HOT-AIR PUMPING ENGINE

A coal-fired hot-air engine driven pumping set has been removed from Bodorgan Station, Anglesey, in the London Midland Region, where it has been used for about 50 years for pumping water into the locomotive tank. The pumping set,



Fifty-year-old hot-air pumping engine at Bodorgan Station, Anglesey

which is illustrated in the photograph reproduced above, has been presented to Liverpool Technical College, where it will be used for demonstrations in the laboratory. During its working life at Bodorgan the engine required little maintenance apart from lubrication and periodical renewal of the firebars and the bottom "pot" of the air chamber. It was designed by the late Mr. Horace Robinson, of A. E. & H. Robinson & Company, Church Street, Beswick, Manchester.

### THEY BEAT THE BOOK

At a recent news conference on this newspaper the subject was railways.

A leader writer told how the Norfolkman got him to Norwich three minutes ahead of time on Monday.

The Editor beat that. The Royal Scot brought him back from Glasgow on Tuesday eight minutes early.

The news-editor could go even better. Last week the Plymouth Express, due at 1.45 p.m., got him to Paddington at 1.33, with 12 minutes in hand.

It is a delight to praise the railways again, and see them making speed out of some of their troubles.—*From the "Daily Express."*

### 100 YEARS AGO

From THE RAILWAY TIMES, March 31, 1849

THE terms conceded by the Court of Directors of the Hon. East-India Company, which are recorded in another part of our paper, have already exercised a favourable influence over the share-market. The prices both of the East-Indian Railway shares and of the Great Indian Peninsular have advanced during the week, and lead us to hope that new vigour will be infused into these most important undertakings. The present terms appear to afford advantages not contemplated in any of the former propositions, and they have, at least, the great merit of being free from any of those misapprehensions which have so long held back the public from offering their contributions to these great and valuable undertakings. We should protest against an injurious hypothesis to which an evening contemporary has had recourse, in endeavouring to depreciate the terms conceded by the Court of Directors, if, indeed, one part of that hypothesis did not itself negative the force of the other.

### RAILWAY WORKERS "FRUSTRATED"

The *Railway Review*, the organ of the National Union of Railwaymen, has been conducting an inquiry into railwaymen's experience of nationalisation. One of the questions put to the men was:

"After a year of national ownership do you find your job:

A. Encouraging: More, less, about the same?

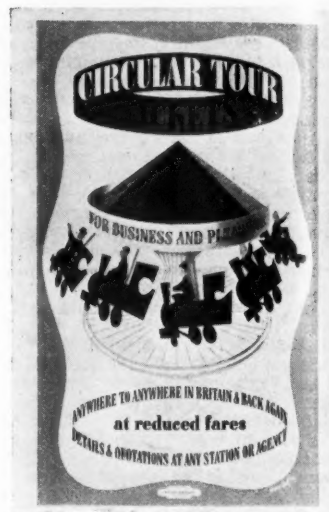
B. Frustrating: More, less, about the same?"

The replies indicated that 9.7 per cent. found their jobs more encouraging under nationalisation, 45.5 per cent. about the same, and 44.8 per cent. more frustrating.—*Rawdon Hoare in "The Daily Telegraph."*

### BEST-KEPT L.M.R. STATIONS

Entry for the 1949 "Best-Kept Station Competition" organised by the London Midland Region of British Railways has been made by 651 stations. Judges will make two surprise visits to each station—one in winter and one in summer—and points will be awarded for flower and shrub cultivation, cleanliness of platforms and waiting rooms, and neatness of time-tables and posters. A feature of the competition is that allowance will be made for stations without gardens and those in bombed or industrial areas, so that no station will be handicapped by its environment. Staffs of winning stations will receive prizes when the results are declared at the end of the year. Twenty-four operating districts are represented in the competition and the number of prizes awarded in each district is based on the number of local entrants.

### New B.R. Poster



Double Royal coloured poster to be exhibited by British Railways at stations in England and Wales

### "CALL US LORDS!"

In mid-week *Blitz*, of January 18, P. S. Kaimal, of Bombay, under the caption "Ladies Not Women" writes to say, "Great resentment prevails among the first-class lady passengers of the Bombay suburban trains over the action of the Railway Authorities in substituting the word 'women' for 'ladies' in the new classification. I suggest that when these Railway Authorities get the good sense to pacify the fair sex by changing 'women' to 'ladies' the word 'men' will be changed to 'lords' so that these ladies can have their lords as well!—*From "Blitz Mid-Week" (Bombay).*

### BOAT TRAINS

You bring the romance of the seas  
Into our mundane lives—a breeze  
That dissipates the wintry gloom  
Like sunshine lighting up a room.

You bring your tally of friends united,  
Of eager longings and hearts excited,  
Of white face, brown face—black face, too.  
As you thunder on to Waterloo.  
Homing husbands, sons, and brothers.  
Happy sweethearts, wives, and mothers.  
How emotion rises—choking—  
As you rattle fast through Woking!

Transatlantic uncles, cousins,  
(Trunks and cases in their dozens).  
G.I.'s, with or without brides,  
Hosts of other folk besides:  
Prince and peer and potentate,  
Mighty Ministers of State,  
Diplomats upon the go,  
"Yes-men," trained to answer "No!"

Lordly ones of the shining rail  
(Cunard—White Star—Royal Mail).  
Last, loved links with the seven seas.  
You carry them all in cushioned ease.  
Do I hear you chuckle, in Clapham Yard.  
When, snugly berthed, and off your guard:

"There's just one thing they all must do  
In London Town—that's learn to queue?"

A. B.

# OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

## SOUTH AFRICA

### Railway Hotels

The railways will not proceed for the present with the building of a luxury hotel at Cape Town. The capital funds available to the Administration are limited by the difficult conditions of the money market, and it is felt that projects for the provision of transport services or the improvement of railway facilities should enjoy priority.

### Airways

Beaufort West and Victoria West became regular stops on South African Airways Johannesburg—Cape Town service with the introduction of the new timetable on January 10. This service is operated by Viking aircraft. Previously, aircraft landed at these places only when required to pick up or set down. As no time allowance was made in the previous schedule for these casual stops, aircraft making these landings often arrived at their final destinations as much as 30 min. late. Now that regular stops have been included in the timetable, there will be no deviation from scheduled times of arrival.

The services are routed alternately via Kimberley and Bloemfontein, giving these towns air communication with either Beaufort West or Victoria West.

In December, 1948, South African Airways operated 102 trunk services which carried 1,643 passengers. Regional services totalled 178 on which 2,017 passengers were carried. Internal services totalled 1,258 and carried 13,360 passengers.

## PAKISTAN

### Railway Budget

On February 28, Mr. Ghulam Mohammad, the Finance Minister, presented the 1949-50 budget, which also included the railway budget. The Minister revealed that conditions on the railways had improved considerably since he presented the last budget. As a result of strict economy in operational expenditure, increase in receipts and stricter check of ticketless travel, the surplus in the current year is expected to be Rs. 79.5 lakhs (about £596,000) instead of Rs. 3,000 assumed in the budget. For the next year, the gross railway receipts are estimated at Rs. 34.5 crores (about £25,800,000) against the working expenses of Rs. 33.5 crores (about £25,000,000) which will provide a surplus of rupees one crore (about £750,000).

This surplus will be converted into a deficit of Rs. 82 lakhs (about £615,000) on implementation of the decision to increase the pay of the low-paid staff. However, with increased efficiency and greater economy, the Minister hoped that this time next year the situation would be more satisfactory. The budget provides over Rs. 5 crores (about £3,750,000) for new works which include the provision of residential quarters for the railwaymen. Provision has also been made for the replacement of worn-out coaching stock and locomotives.

The Government had not only accepted the Pay Commission's recommendations, but had decided to improve on the scales of pay recommended by them for the low-paid staff in certain categories. As

against the present remuneration of Rs. 40-12 (£3) a month paid to the lowest category of government servants, the Pay Commission had recommended Rs. 52 (£3 9s.) but the Government has decided on Rs. 55 (£4 2s.) a month. In Eastern Pakistan such employees would receive an extra Rs. 6 (9s.) per month. These decisions would be retroactive from January 1.

## UNITED STATES

### Proposed Ship-Rail Terminal in Jersey City

A New York firm has submitted to Jersey City municipality a proposal to construct, at a cost of about \$60,000,000, a ship-rail terminal on the waterfront at Jersey City. There would be two marine terminals, each capable of berthing six ships, and railway connections and unloading facilities. Three hundred wagon loads of freight would be handled daily.

## ARGENTINA

### First Anniversary of Railway Transfer

The first anniversary of the transfer of the British-owned railways to the State was marked by a five-minute strike of all railway workers and a mass demonstration held on March 3 in the Grand Hall of Presidente Perón Station, where the transfer took place a year ago. Speeches were made by President Perón; Señora Perón; Colonel Castro, Secretary of Transport; and the president of the Railwaymen's Union.

Colonel Castro stated that the railways had been losing 1,260,000 pesos daily when the Transport Secretariat took them over, whereas they were making a profit of 10,620,000 pesos monthly as at January 31, 1949, and this was being applied to the reduction of the debts owing to other State departments. Sixty per cent. of the rolling stock was out of service in July, 1948, and this had now been "reconditioned."

Two-thirds of railways stores purchases were now made locally. Train services had been increased, and wagon supply was up to date on all lines except the General Belgrano Railway, where outstanding requisitions had dropped from 352,671 to 116,321. The four existing gauges would be unified as soon as circumstances permitted. The new rates for goods, livestock and parcels already were in force, but it was not proposed to apply the increased passenger tariffs for the present. Full publicity had been accorded to all accidents, and nothing had been kept back from the public. In closing, Colonel Castro said that the railways, being a public utility, were not required to make a profit.

To mark the occasion "suitably," all fines owing by passengers at that time were cancelled.

## BELGIUM

### Railway Electrification Loan Imminent

The National Railways are shortly to launch a loan for 1,000 million francs (approximately £5,665,600) to cover short-term needs for the electrification of the Brussels Midi—Linkebeek—Charleroi and the Linkebeek—Brussels Nord—Antwerp Nord (main) lines. The National Railways incurred a heavy deficit in 1948,

though far below that for 1947 (as mentioned in our December 17, 1948, issue) which the company is unable to cover because of the considerable charges which are a burden to the working accounts. One solution would be the participation of the State, and the Senatorial Commission for Communications has been entrusted to examine the problem.

In a statement before the Commission, Minister Van Acker recently emphasised that the present coefficient of passenger fares in Belgium was, on an average, 2.39, and goods rates 2.59. The wage, salary and pension coefficient for railway staff was 3.40, the coal coefficient 4.56, and the coefficient relating to other materials 3.69. The traffic greatly exceeded the pre-war total despite a contraction in the volume of the goods traffic which had been noticeable in recent times as a result of the declining economic boom.

The remedy was not adjustment of fares and rates, although they would have to be increased on an average by 33 per cent., and allowing for possible losses, even by some 50 per cent. Increases in fares, however, were apt to cut both ways, and a retrogression in local tramway traffic after fare increases was a convincing proof.

In the view of the Minister, the evil was primarily the Government policy of increasing the price level which in turn provoked demands for higher salaries and wages. Drastic deflationary measures would be required to stop that development.

Additional charges imposed on the Belgian National Railways since April 1, 1946, amounted to fr. 4,097 million, of which fr. 2,504 million represented increases in wages, salaries and pensions, and fr. 770 million the increase in the price of coal. The company had put forward a claim for a subsidy of fr. 2,350 million, and it had therefore to be assumed that the company had been able to find fr. 1,747 million, partly thanks to higher working receipts accruing from an increase in the traffic, and partly due to savings.

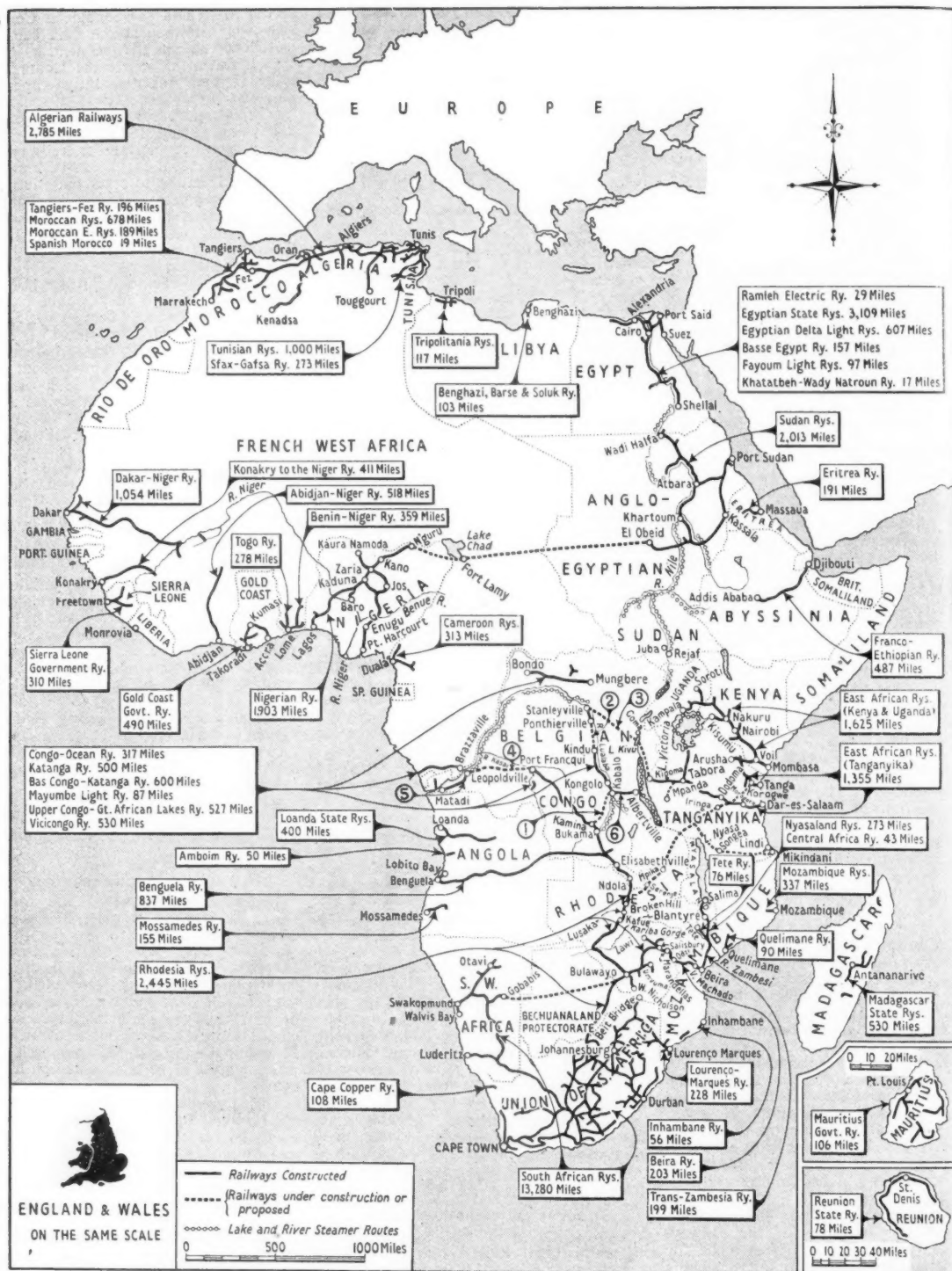
The true solution, the Minister stressed, lay in the reduction of the charges. Electrification, when completed, would mean an annual saving of 650,000 tonnes of coal.

### Progress of Electrification

Up to January 1, 1949, the work of conversion on the Brussels Midi—Linkebeek—Charleroi and Linkebeek—Brussels Nord—Antwerp Nord lines had cost some fr. 600 million, two-thirds of the total of fr. 900 million originally envisaged. Electric traction on both lines, intended to be introduced by the end of 1949, would entail an annual saving of some fr. 30 to 35 million net, and the proposed loan was intended to be a contribution to that end.

The large-scale electrification scheme of the National Railways was outlined in our issues of March 7 and August 15, 1947, and March 26 and October 8, 1948. In the last-mentioned, reference was made to the delays which had occurred in the conversion. The Senatorial Commission expressed surprise that the work had not been pushed forward more actively in view of the benefit expected from the electrification. On the other hand, it did not favour the granting of a subsidy. Once the fr. 1,000 million loan was launched the problem of how to find the additional fr. 14,000 million, which the electrification scheme would swallow up, would have to be solved.

## Railways of Africa



The railways of Africa, showing new projected lines in the Belgian Congo which might form part of the Cape-Mombasa and Matadi-Mombasa routes



## New Trunk Railways in Africa

*Anglo-Belgian co-operation in construction would be the most economical method of providing trans-African railway routes of primarily strategic importance*

**B**UT for the world shortage of steel, the demands of other forms of enterprise on the limited supply of African labour, and the difficulty of moving large quantities of construction material from the ocean ports to the heart of the continent along already congested routes, a new era of railway construction in the southern half of Africa by now would have been well under way. Belgium and Portugal, as well as Britain, are considering projects which would alter radically the map of international trunk railways between the equator and the tropic of Capricorn.

It is an unfortunate consequence of the present international situation that economic development should be of less weight than military considerations in determining the importance of a number of these proposals. The need for strengthening the defensive potential of Africa south of the Sahara against feared contingencies in the Eurasian and North African region is proving a powerful stimulus. It may even enlist active American co-operation in the provision of capital and material to carry out a programme within the next ten years that might not be completed in half a century, if purely economic factors had to be considered.

In these circumstances it is desirable that there should be the closest scrutiny of all the projects that are being advanced. Every effort should be made to avoid wasteful duplications which would place heavier burdens on the territories that will become responsible for maintaining and operating the new routes than are strictly necessary to provide what are regarded as essential for strategic purposes. In this respect it is particularly important that there should be co-operation and co-ordination rather than competition between the British and Belgian Colonial administrations.

### Rhodesia—Kenya Link

The present movement towards closer relations between the British East and Central African territories is reinforcing the military arguments in favour of a north-south railway, to connect the Cape-Congo trunk line in Northern Rhodesia with the East African systems, and a link line between the now isolated sections of the East African Railways. The most favoured north-south route would leave the Northern Rhodesian main line at a point north of Broken Hill. It would follow approximately the route of the Great North Road along the watershed between the Luapula and Luangwa rivers, passing through Serenje and Mpika to the Tanganyika border at a point approximately midway between Lakes Tanganyika and Nyasa.

Continuing along the western slopes of the southern highlands of Tanganyika, it would pass near Iringa and cross the Tanganyika Central railway in the neighbourhood of Morogoro, going thence in a northerly direction to Korogwe, on the Tanganyika Northern line, which is already physically connected with the main Kenya-Uganda line from Mombasa to Lake Victoria. This line would be about 1,000 miles long. An alternative routing, crossing the Central line near Dodoma and continuing northward to a junction with the Tanganyika northern line at Arusha and continuing northward to

Nairobi has been suggested. This would be about 1,250 miles in length.

A prolongation inland of the railway now being built from Mikindani to the southern groundnut area would meet the north-south railway about midway between the Northern Rhodesia-Tanganyika border and Iringa, passing through Songea and tapping the newly-discovered coalfield and the native tobacco-growing district of the Southern Province of Tanganyika. As reported in *The Railway Gazette* of December 10, 1948, the British and the interested Colonial Governments have decided to survey these routes.

As the South and Central African systems are 3 ft. 6 in. gauge, and the East African lines metre gauge, the latter would have to be widened by about 2½ in. to allow through running and free circulation of rolling stock between the southern and eastern systems. Some preparatory work has already been done with a view to eventual gauge conversion, but the full scheme would be costly—probably well in excess of £20,000,000—and would take years to complete. All steel sleepers supplied to the East African lines are designed to allow of easy conversion to the 3 ft. 6 in. gauge and new rolling stock is designed with a view to eventual conversion. For the time being it might be sufficient to build the north-south line to the 3 ft. 6 in. gauge and to extend it alongside the existing metre-gauge tracks from Morogoro to Dar-es-Salaam and from Korogwe to Mombasa.

As stated, even the trunk line from the Northern Rhodesian junction to Korogwe, without the extensions to Dar-es-Salaam and Mombasa, would be at least 1,000 miles long. Until the Government survey has been completed it is not possible to give a more precise figure for this distance as there is difficult country to be traversed between Morogoro and the southern border of Tanganyika. Large quantities of steel would be needed for track, bridges, and rolling stock, and construction could hardly be rapid even if high priority were given to the work.

### Ten-Year Plan for the Congo

The Belgian Ministry of the Colonies is reported to be considering a still more ambitious ten-year programme of railway construction in the Congo which would involve the construction of about 1,500 miles of new lines and provide a north-south trunk route very nearly on the axis of south equatorial Africa. By building a comparatively small mileage of line in Uganda this Belgian artery could be made to serve the strategic aims which underlie the projected all-British north-south route to connect South, Central, and East Africa. In addition to providing through rail connection between all these British territories, a co-ordinated Anglo-Belgian programme would link the British East African territories with the Atlantic Ocean ports of Matadi and Lobito Bay.

The Belgian programme is said to comprise the undermentioned projects:—

- (1) Railway from Kamina (2,677 miles from Cape Town on the Cape-Congo main line) to Kabalo (on the Lualaba, or Upper Congo, river), about 300 miles. From Kabalo metre-gauge railways exist to Albertville, on the west shore of Lake Tanganyika, and to Kindu, about 250 miles lower down the Lualaba.

- (2) Railway from Kindu, following the course of the Lualaba to Ponthierville, about 225 miles downstream, whence there is a railway to Stanleyville, the head of navigation for the river steamers from Leopoldville, the capital of the Belgian Congo and the inland terminal of the railway from the estuary port of Matadi. Stanleyville is about 35 miles north of the equator.

- (3) Railway from Stanleyville to Lake Kivu. Goma, at the north end, is the probable objective of this line, which would be about 400 miles long; eventual extension into Ruanda-Urundi is suggested.

- (4) Extension of the Cape-Congo trunk line from its present northern terminus at Port Francqui, on the Kasai river, to Leopoldville, about 550 miles. This would complete a through route from Cape Town to Matadi, at the mouth of the Congo, but construction is likely to be deferred as river services will be able to cope with traffic requirements for some time.

- (5) Electrification of the Matadi-Leopoldville line (about 200 miles long) is under consideration. Water power derived from falls on small tributaries of the Congo, which join it during its passage through the Crystal Mountains would be used to generate energy.

- (6) Conversion of the Albertville-Kabalo-Kindu and Ponthierville-Stanleyville lines from metre to 3 ft. 6 in. gauge.

Reference to the map at once shows the great importance of these plans and their bearing upon the British north-south project is evident. Completion of (1) and (6) provides a through 3 ft. 6 in. route rather less than 3,200 miles long from Cape Town to the west shore of Lake Tanganyika. Albertville is 80 miles from Kigoma, across the lake, the terminus of the railway from Dar-es-Salaam; a lake steamer service connects the two ports.

### Possible Cape—Kenya Line

With the completion of (1), (2), (3) and (6), the possibility of through rail communication from Cape Town to both Dar-es-Salaam and Mombasa would be opened up, because an extension of the Uganda railway south-westwards from Kampala to the Congo border could be linked easily with the new Belgian line from Stanleyville to Goma, at the north end of Lake Kivu. Such an extension of the Uganda railway has been under consideration for development purposes for some time. The extension of the line from Port Francqui to Leopoldville (4) would then complete a trans-African route from Matadi to Mombasa. Lobito Bay, in Angola, is, of course, already linked by 3 ft. 6 in. gauge railway with the Cape-Congo trunk line.

If an international programme on these lines were adopted, new construction in the British East African territories and Northern Rhodesia could be very considerably curtailed and indeed restricted to lines of a development character which would not be unduly burdensome on the finances of their railway administrations.

Such lines might include: (a) the Morogoro-Korogwe link (say 150 miles) to effect a much needed physical connection between the two detached East African systems; (b) prolongation of the Uganda railway to the Belgian Congo frontier; (c) extension of the Soroti branch of the Uganda railway northwards to Juba at the head of navigation on the White Nile; (d) extension of the new railway from Mikindani towards the southern Tanganyika highlands; and (e) a branch from the Northern Rhodesian main line in a north-westerly direction towards Serenje and Mpika to develop this area.

Projected extensions in the Rhodesias which would give improved and shorter routes to the ports of Beira and Lourenço Marques and the much-discussed line across Bechuanaland to Walvis Bay can only be mentioned in this article although more is likely to be heard of them before long.

A Portuguese scheme to link the ports of Beira and Lourenço Marques by rail is also of international interest as it would provide a more direct connection between South Africa and Nyasaland than the existing route through Southern Rhodesia;

it might also afford an outlet for the Sabi river basin of Southern Rhodesia to the port of Lourenço Marques. The railway from Dona Ana, on the Beira-Nyasaland trunk route, to the Tete coalfield is expected to be completed next July.

One glimpse into the still more distant future may be permitted to conclude this survey. When the Belgians have completed their programme and a through route exists from Cape Town to Stanleyville, with an easterly extension to Mombasa, it will be tempting to consider rounding off the job of linking all the 3 ft. 6 in.

systems of the African continent by building a line along the Congo-Nile watershed, with a westerly fork to meet the Nigerian system (possibly by then linked with the Gold Coast lines) and an easterly prong to connect with the Sudanese Railways at El Obeid. Both Lagos and Port Sudan would be then in railway communication with Cape Town. A great task, and one for which only military justification is likely to exist for as far ahead as it is possible to foresee, but if Africa is to be criss-crossed with strategic railways we may as well make a thorough job of it.

## Cylinder Lubricator for Steam-Brakes

*Automatic oil metering and delivering device*

**A** NEW design of automatic lubricator for steam-brake cylinders, recently has been developed by Davies & Metcalfe Limited, of Romiley, and has been designed to work in conjunction with the fluctuating pressures encountered.

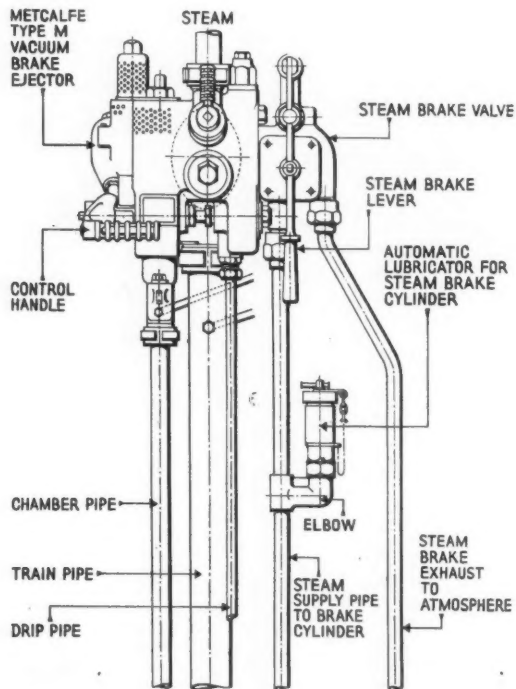
The normal method of introducing lubricant into a steam-brake cylinder, is to fill an oil dashpot coupled to the inlet steam pipe; a procedure that is far from economical, as the oil from the dashpot is emptied into the cylinder immediately after

reservoir, and the lower portion is bored out to form the cylinder, in which the operating piston is free to move; valve seatings, on which this piston can fit, are formed at each end of this cylindrical cavity. An annular groove is recessed in the wall of this cylinder to form an oil chamber. Slots are cut at both ends of the operating piston, and with their aid, oil can enter the chamber from the reservoir when the piston is at the bottom of its stroke, or run from the chamber into the

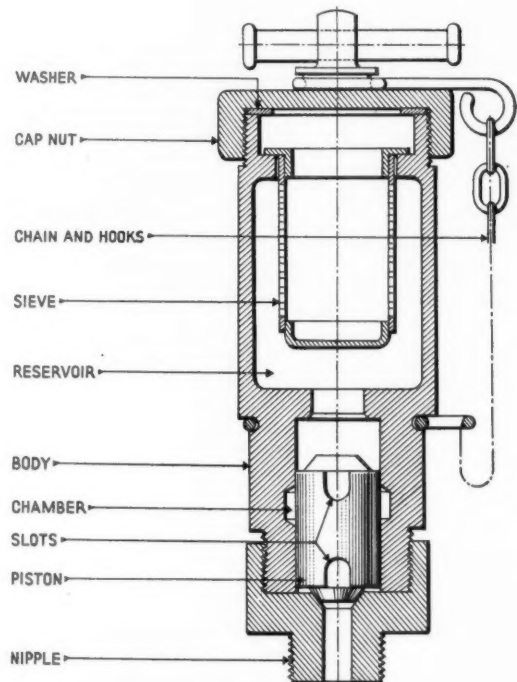
and allowing oil to flow through the slots and so fill the chamber.

When the brake is applied, the steam entering the supply pipe passes to the lower end of the piston, which is forced on to the upper seating, and so shuts off the reservoir from the chamber. At the same time, the slot in the underside of the piston allows oil to flow from the chamber, through the nipple and into the steam pipe.

Thus, with each application of the brake, the brake cylinder is supplied with a charge of lubricant, ensuring continuous and efficient lubrication of the brake piston. The amount of oil released with each application is governed by the size of the cham-



*Metcalfe automatic lubricator in position on steam pipe to brake cylinders*



*Sectional view of lubricator showing oil reservoir and metering piston*

filling, and no further oil reaches the piston, which (after one or two applications) works in a dry cylinder until the dashpot is refilled.

This method is obviated by the Metcalfe automatic lubricator, which allows a pre-determined quantity of oil to enter the brake cylinder with each application of the brake, so that the piston is lubricated continuously and efficiently. It may be coupled to the steam supply pipe at any convenient point. A body forms the oil

steam supply pipe, leading to the brake cylinder, when the piston is at the top.

A nipple connects the automatic lubricator with the steam supply pipe and a filter is provided in the reservoir, to prevent any dirt entering the oil; a filler cap covers the top of the reservoir.

When the steam brake is off, the absence of pressure in the steam supply pipe allows the piston to sink on to its lower seating by its weight, thus opening the upper part of the chamber to the reservoir

ber and can be made to suit the particular operating conditions for which the lubricator is required. The nipple can be made to interchange with existing lubricator pipe connections and the reservoir has been designed for thirty to fifty applications.

Maintenance is simple; it is necessary only to examine the piston periodically and to grind it on to its top and bottom seatings. Also, to ensure that it will move up and down freely, the sieve should be examined and cleaned periodically.

## The Liverpool Overhead Railway

*The pioneer electrically-operated elevated railway carrying a heavy dockside passenger traffic*

BY far the most important of the railways excluded from the nationalisation provisions of the Transport Act, 1947, is the Liverpool Overhead Railway, which carries a heavy urban passenger traffic. Presumably, it was not included in the list of undertakings to be acquired because it did not come under Government control during the recent war. Representations have been made by the National Union of Railwaymen to the Ministry of Transport that the Liverpool Overhead Railway should be included in the London Midland Region. The British Transport Commission has power to acquire the undertaking by voluntary agreement, but no power of compulsory acquisition. It is understood that the Railway Executive has under consideration its policy in relation to those railways which have not been nationalised, but no official statement has been made on the matter.

As long ago as 1852, the need was felt for some kind of passenger railway intercommunication along the long line of Liverpool docks, and a project for a 4-mile overhead line was considered. Such a scheme did not become a practicable proposition, however, until 1878, when the Mersey Docks & Harbour Board promoted a Bill to authorise the construction of a 5½-mile railway elevated above the street level, to be operated by steam locomotives. The proposal was defeated because of Board of Trade objections to the provision of only a single track with passing places.

The plan was amended to cover a double-line structure, which the Mersey Docks & Harbour Board was authorised to build by Act of 1882. Further powers were secured in 1887. Delays occurred, and as work was not begun, a body of energetic local persons promoted a separate undertaking called the Liverpool Overhead Railway Company, which was incorporated by Act of July 24, 1888, to take over and exercise (by agreement with the M.D. & H.B.) the powers already conferred on that Board. Work then proceeded rapidly, and the line was opened in sections as follow:

Herculaneum Dock to Alexandra Dock, March 6, 1893.

Alexandra Dock to Seaforth Sands, April 30, 1894.

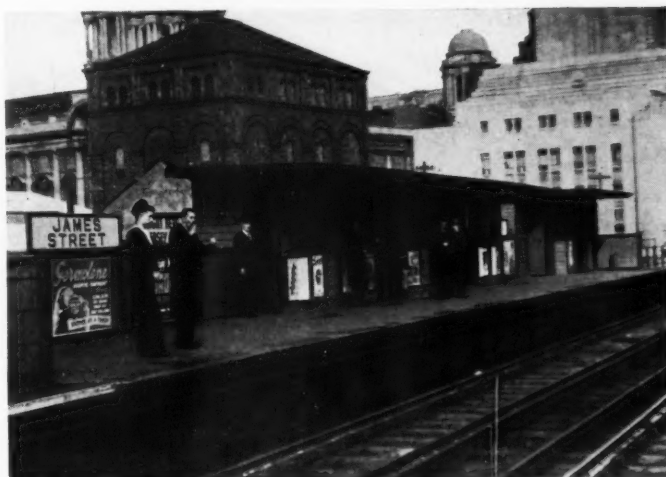
Herculaneum Dock to Dingle, December 21, 1896.

On July 2, 1905, the Lancashire & Yorkshire Railway completed a 46-ch. connection between Seaforth Sands and its own Seaforth & Litherland Station, to enable trains to run through to Southport. Such a service was maintained for a time, but failed to pay, and was discontinued. Since then, L.O.R. trains run through to Seaforth & Litherland, where direct connection is made with the London Midland electric trains from Exchange Station. There is a physical connection, north of Seaforth Sands Station, between the L.O.R. and the L.M.R. line to Aintree, which is used annually by special trains for the Grand National.

With the exception of the section between Herculaneum Dock and Dingle, which is in an 800-yd. tunnel, and approximately ¼-mile, between Huskisson and Nelson stations, where the railway passes under the bridge leading to the Bramley Moor coal sidings, the whole railway is elevated, and is mainly on a girder structure over the public streets and approaches



Pier Head, the main city station of the Liverpool Overhead Railway. The view was taken in 1948.



Platform view of James Street Station, which was rebuilt in 1942 after air raid destruction



Standard rebuilt train. This initial three-car unit was placed in service in October, 1948



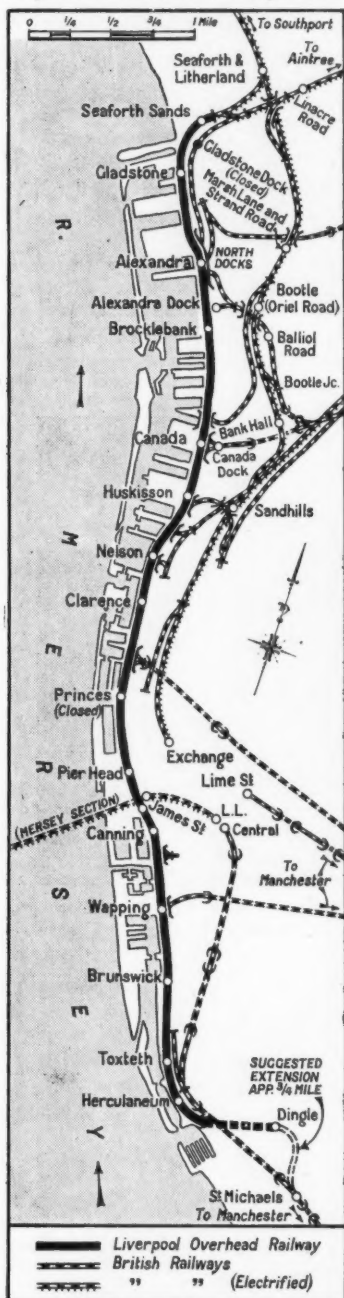
to the docks. Columns support wrought-iron girders, placed 22 ft. centre-to-centre, at a normal span of 50 ft., and at a height of 16 ft. above roadway. Between the girders is an unusual form of flooring, consisting of arched plates bent to a radius of 12 in., and riveted to intervening T bars. The joints are sealed with asphalt com-

is laid to the standard gauge of 4 ft. 8½ in. There are three bascule bridges, at Langton, Sandon, and Brunswick Docks, and one swing bridge, at Stanley Dock, provided for the passage of road traffic and shipping. Stanley Dock is the only one on the landward side of the railway.

As already indicated, the original intention was to use steam traction, and plans were prepared after investigation of the New York Overhead Railway, then steam operated. The promoters, however, decided subsequently to adopt electric traction, and the Liverpool Overhead Railway was thus the first electrically-operated elevated railway in the world. The positive conductor rail, weighing 70 lb. a yd., is laid in the 6 ft. way, to which position it was changed in 1905, as the original centre conductor rail did not accord with the practice of the Lancashire & Yorkshire Railway, and through running necessitated standardisation. With the alteration of the positive rail to the side of the track, the old centre rail was then used to reinforce the return, but in 1921, on the adoption of single-rail track-circuit signalling, the centre rail was discarded. In June, 1927, when the company's own generating station at Nelson

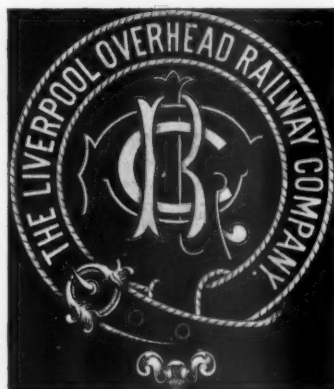
improvements, and to achieve an external appearance in keeping with current trends of design. One three-car set was rebuilt by the company's own staff at Seaforth Sands shops, and was described and illustrated in *The Railway Gazette* for March 14, 1947.

As a result of operating experience following this, a standard design of rebuild has been developed, of which the initial three-car unit was placed in service in October, 1948. This modified design presents a much more balanced appearance than the experimental unit, with externally a two-colour livery consisting of "Golden Sand" (a light brown) upper half, and a dark brown lower half, separated by a very narrow red banding, with gilt transfers and the company's emblem in gilt, red, blue, and white, displayed centrally on each coach. The windows are 6 in. deeper, and completely re-spaced in the motor coaches, resulting in a redistribution of the double power-operated passenger doors. Improved drainage has been provided under the floor guide rails for the power doors, and extensive use has been made of compressed asbestos liners and bushes in the bogies and brake gear, in-



Map of the Liverpool Overhead Railway

pound. This flooring, which combines water tightness with lightness and great strength, is drained into longitudinal gutters, which discharge into pipes fixed to the columns. Longitudinal sleepers are laid on the flooring, and carry 60-lb. flat-bottom rails spiked direct to the sleepers. The line



Emblem of the Liverpool Overhead Railway, in gilt, blue, and red, which is displayed centrally on every coach



New standard red and black bullseye symbol for station name boards. Above, for platforms; below, for station exteriors

Dock was closed, and power taken from three traction sub-stations of the public supply, the negative feeders formerly used with boosters were put in parallel with the continuous return rails. The voltage is 525, but all equipment is suitable for 600-volt operation.

The line was the first railway in this country to have automatic signals, which were used from the opening. It was re-signalled in 1921 when the Westinghouse system of colour-light signals was installed.

Originally, all trains consisted of two composite coaches, each with seating accommodation for 16 first-class and 40 third-class passengers. Various modifications have been made from time to time, both as to accommodation and power, particularly when it was desired to increase speeds at the time the Liverpool City Tramways were electrified. Nevertheless, high speeds are not attained. On account of limitations imposed by short-radius curves, the rolling stock is limited to three-car sets, each comprising two 45-ft. motor coaches, with a 32-ft. intermediate trailer, and this is now the standard formation. When further reconstruction of the rolling stock was considered, about three years ago, it was decided to incorporate modern

cluding the use of these pads on the faces of the intermediate buffers and in draw-hook guides. The interior of each coach is improved by the curved sides of the ceiling (the latter is 2 in. higher), and by the redispersed windows and doors, resulting in an improved layout of the leather upholstered seats, with stainless steel grab, in the third-class coaches. The warm toned moquette-covered seats in the first-class compartments have been improved by lowering the seat height by 2 in., and the increased depth of the windows, which is uniform throughout the train, and permits of a better view of the ships and docks, etc., en route.

The rolling stock consists of 38 motor-cars, and 19 trailers, as well as 1 service locomotive, 1 ballast wagon, and 1 tool wagon. The company's livery heretofore has been varnished teak, similar to that of the former L.N.E.R., and most of the stock was finished in this style until about a year ago. There is no goods or parcels traffic, but newspapers are carried.

The undertaking sustained heavy air-raid damage in 1940, and more particularly in the severe "May blitz" on Merseyside in 1941. Several of the 17 stations were destroyed or damaged, notably James

## The Liverpool Overhead Railway



*Air raid damage at Wapping Station, showing viaduct broken down just beyond the platform end*



*Destruction of a portion of the viaduct by air raiding at Canada Dock*

Street, which was completely wrecked, and was rebuilt on modern lines in 1942. Canada Dock Station, which was badly damaged by blast on two occasions, was patched up, and finally rebuilt in 1946. When sections of the elevated structure were destroyed or severely damaged, a shuttle service of buses was used in 1941 for linking the good sections of the railway, but, so important did the authorities regard the part played by the Overhead in the life of the Port of Liverpool and its war effort, that every assistance was granted for steel priority to rebuild the wrecked sections of railway and get the undertaking on its feet in the minimum of time. Every effort is now being made to overtake wartime arrears of maintenance, and to modernise in so doing.

Experimental new station name-boards

of bulls-eye design were put up at Canada Dock when the station was rebuilt in 1946, and have received favourable comment from railway staff and passengers alike. These are now being installed at each station as it is rebuilt, and also placed on the outside of stations, such as is shown on the illustration of Pier Head Station.

At the most recently rebuilt booking office, at Alexandra Dock Station, one of the new station name-boards is constructed of cut-out wood letters mounted on hardboard with a wooden moulding. The raised portion of the "target" is in laminated hardboard, and the whole glued and pinned together. The cut-out letters are screwed in position from the rear of the masonite, with each wood-screw washered. The symbol is generally

similar in shape to that of London Transport, but with a smaller bulls-eye. The bulls-eye is red and the station name is in black lettering with a black frame on a white ground.

#### Capital of the Company

The capital of the company originally authorised was £450,000 in £10 shares. This was increased by an Act of 1892 by £120,000, and also £120,000 in 5 per cent. preference shares of £10 and £190,000 in loans. A further £50,000 was authorised in 1899, and £60,000 in 1900, practically all of which has been issued. The present issued capital is £658,620 in ordinary shares, and £168,880 in 4 per cent. debenture stock. For the years 1945 to 1948, the dividend declared on the ordinary stock was 2½ per cent.

### Restaurant-Car Service in Switzerland



*Interior of a lightweight dining car, Swiss Federal Railways*

*Photo]*

*["The Swiss Federal Railways Today"]*

**EIRE PETROL RATION DOUBLED.**—It was announced in Dublin on March 24 that, from April 1, the basic ration of petrol for private cars in Eire would be doubled. The present petrol ration for an 8-h.p. car is eight gal. a month, and the maximum for a 16-h.p. car or over is 12 gal.

**LONDON TRANSPORT AND THE FESTIVAL OF BRITAIN, 1951.**—London Transport is putting in hand new works, to be completed in time for the opening of the Festival, at Waterloo and Charing Cross to cater for some of the 100,000 visitors daily expected at the Festival site on the South

Bank. At Waterloo, work has been started on a three-way escalator, estimated to cost £300,000. The escalator, 114 ft. long, starts from near the foot of the existing escalators and rises underneath York Road to the surface at the corner of Jenkins Street and the South side of York Road, where a new booking-hall will provide entrances both direct to the Exhibition and to York Road. At Charing Cross, work will start in a few weeks on two escalators, which will give a direct route between Charing Cross (London Transport) booking hall and the Northern and Bakerloo Lines escalators, avoid-

ing the congestion which would be caused by passage through the District Line platforms. There will be one escalator each about 50 ft. long for the Northern and Bakerloo Lines. To make room for their construction the existing stairway on the Victoria Embankment is to be rebuilt on a different site. Works are estimated to cost £150,000. To ease conditions further, two new exits from Charing Cross District Line will be built at the East end of the District Line platforms, one adjacent to the entrance of Embankment Gardens, and the other at a corresponding position on the Victoria Embankment.

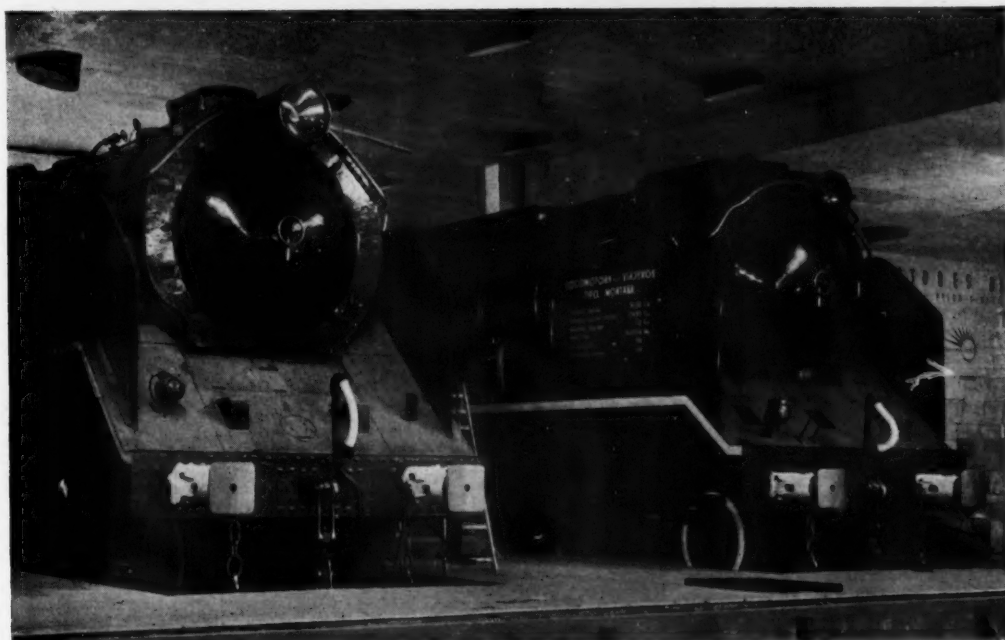


# **The Spanish Railways Centenary Exhibition, Barcelona**

*(See paragraphs in December 10 and 17, 1948, issues)*

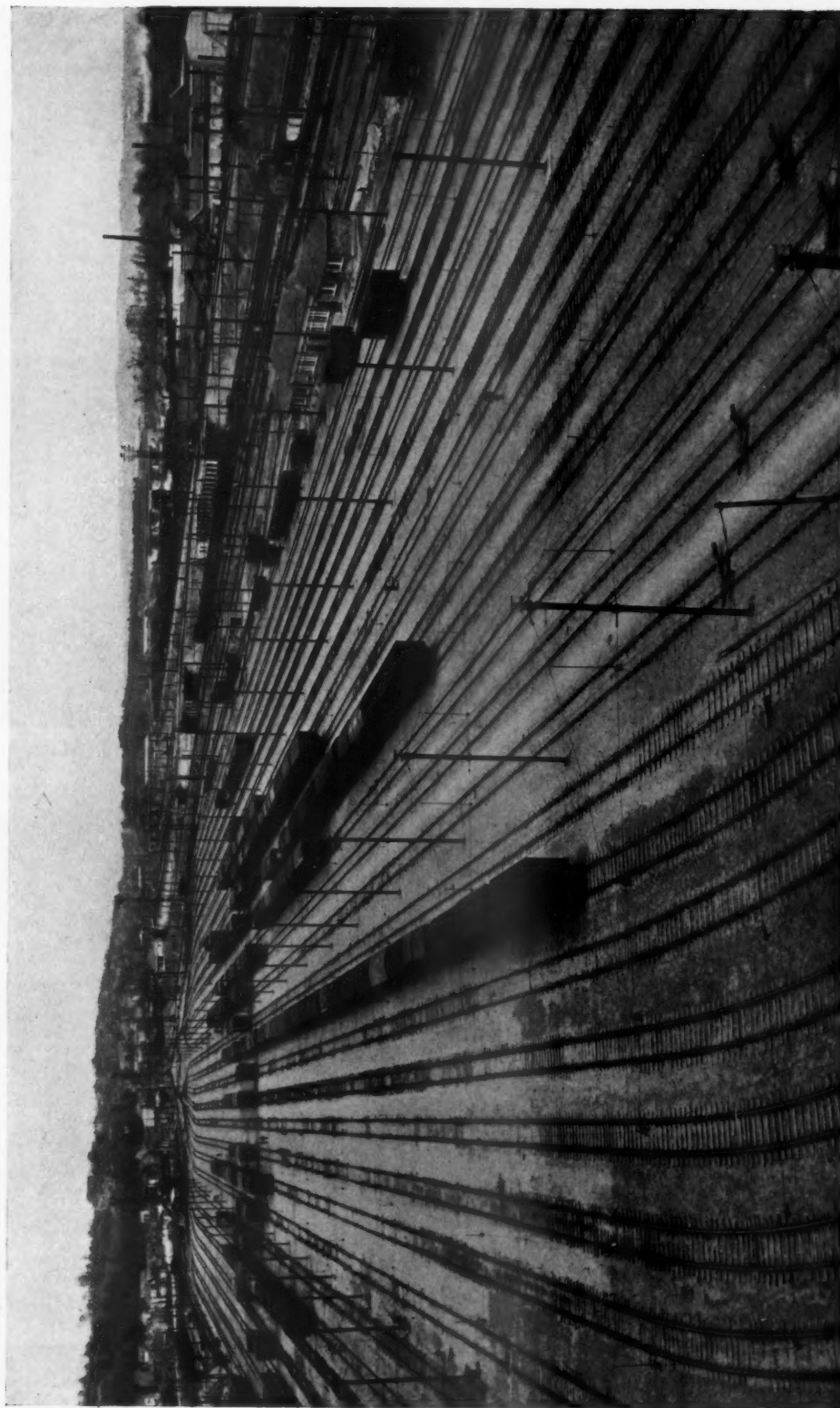


*Reproduction of the first locomotive and train in Spain. In the background is the reconstructed façade of the original Barcelona terminus of the Mataró line*



*Santa Fe type mixed-traffic and Mountain type express locomotives of the Spanish National Railways*

## The Juvisy Yard, French National Railways



*The new hump marshalling yard, the most up-to-date in France, which has been laid out at Juvisy, south of Paris, on the site of the former goods yard which was destroyed in the war. Twenty-nine roads spread out from the hump, and 1,500 wagons are handled daily*

*Photo]*

*[H. Baranger, Paris*

## RAILWAY NEWS SECTION

## PERSONAL

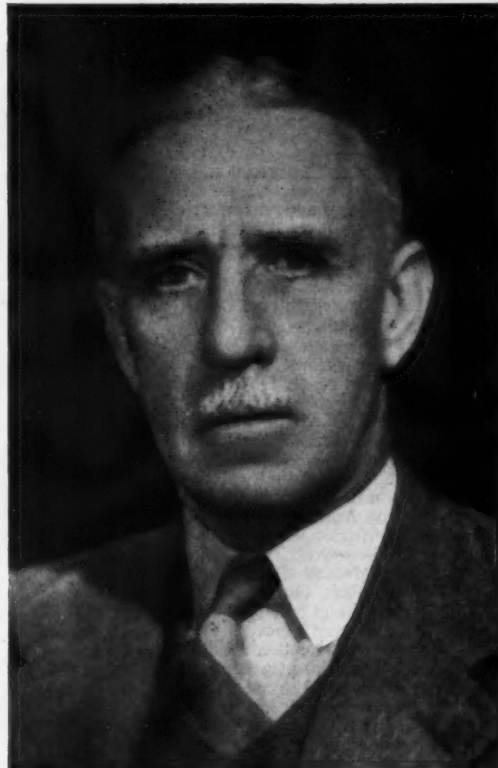
The Minister of Transport has appointed Mr. Reginald Clark, K.C., to be Chairman of the Appeal Tribunal constituted under section 15 of the Road & Rail Traffic Act, 1933, in succession to Mr. Gleeson E. Robinson, who retired on February 28. The Minister has also appointed Captain B. H. Peter to be a member of the Tribunal, in place of Sir Archibald McKinstry, who has resigned.

Ellis, in addition to his duties as Commissioner, represented the Government on various committees and boards. In April, 1942, at the request of the Minister for Transport, his services were made available temporarily to the Commonwealth Government to make a special investigation with a view to improving the capacity of the Australian narrow-gauge railway systems. He was later appointed Director of Locomotive & Rolling Stock Construction in the Ministry of Munitions,

Mr. A. G. Hall, C.I.E., M.B.E., B.Sc., who has been appointed Commissioner of Railways, Western Australia, was until recently Director-General of Railways, Pakistan. He was born in Worcestershire in 1894, and was educated at Christ's Hospital, and at the City & Guilds (Engineering) College, graduating as Bachelor of Science in engineering, with first class honours. After war service in France, during which he attained the rank of Captain, he was appointed an Assistant



Mr. J. A. Ellis  
Commissioner of Railways, Western  
Australia, 1934-49



Mr. A. G. Hall  
Appointed Commissioner of Railways,  
Western Australia

Mr. J. A. Ellis, who is relinquishing the position of Commissioner of Railways, Western Australia, has held that office for just over fifteen years, a longer period than any previous Commissioner of Railways in the State. Mr. Ellis was trained as an engineer in England, and served in that capacity for nine years with a well-known British firm of railway and public works contractors, on dock and railway works for the former L.N.W.R. He then went to Australia, and served for sixteen years with the Queensland Railway Department before joining the Western Australian service as Engineer for Railway Construction. He afterwards became Assistant Chief Civil Engineer, which position he held at the time of his selection, from more than forty applicants, as Commissioner of Railways at the beginning of 1934. He was re-appointed for a further term of five years in 1939, and again in 1944. In 1939 he visited England and made a study of railway developments. After the outbreak of war Mr.

and a member of the Commonwealth Land Transport Board. He was also a member of the War Railways Committee. (See editorial note, page 341.)

Dr. H. J. Gough, Chief Engineer of Lever Bros. & Unilever Ltd., has been elected President of the Institution of Mechanical Engineers for 1949.

Mr. W. P. Bradbury, lately Chief Commercial Manager, London Midland Region, British Railways, has been appointed to the board of Eddison Plant Limited, of which the British Electric Traction Co. Ltd. recently acquired control.

Mr. A. E. Robson, Carriage & Wagon Assistant, Chief Mechanical Engineer's Department, London Midland Region, British Railways, Derby, has been appointed to the newly-created post of Carriage & Wagon Engineer, Eastern & North Eastern Regions, Doncaster.

Engineer on the North Western Railway, India, in 1919, and shortly afterwards was posted to the Khyber Railway Construction, in recognition of his work on which he was awarded the M.B.E. in 1926. After a period of general construction and maintenance work, Mr. Hall undertook part of a survey for a fast main line route between Karachi and Bombay. In 1935 he was appointed Government Inspector of Railways, Burma; and he assisted in the drafting of the necessary Railway Act when Burma was separated from India in 1937. Later, he served as Divisional Superintendent on the N.W.R., and in 1945 was made General Manager of that railway. Consequent on the separation of India and Pakistan in August, 1947, he had to carry out the partition of the N.W.R. within a period of six weeks. Apart from the division of rolling stock and finance and other problems, there was a mass migration of staff between the two Dominions, and serious communal disturbances broke out. When some order



prevailed, Mr. Hall accepted an offer of the Pakistan Government to become Director-General of Railways, which post he relinquished last year. For his work as General Manager of the N.W.R. he was made a C.I.E.

The Bessemer Medal has been awarded by the Iron & Steel Institute to Professor J. H. Andrew, Dean of the Faculty of Metallurgy at the University of Sheffield.

We regret to record the death, on March 25, of Mr. Edward Philip Paxman, M.A., M.I.Mech.E., J.P., Managing Director of Davey, Paxman & Co. Ltd., and a Director of Ruston & Hornsby Limited.

Mr. John Gloag and Mr. H. V. Lobb have been appointed members of the Council of Industrial Design, of which Mr. Leslie Gamage, Mr. E. W. Goodale and Mr. P. G. R. Whalley have been re-appointed members.

#### ROAD TRANSPORT EXECUTIVE

The Road Transport Executive announces the following appointments:—

Mr. W. L. Morgan to be Chief Engineer at headquarters.

Mr. H. G. White (formerly General Traffic Manager, Holdsworth & Hanson Holdings (B.T.C.), Limited), to be District Manager (Freight), Leeds.

Sir Archibald Jamieson, Chairman of Vickers, Limited, since April, 1937, retired from the board on March 31, on reaching the normal age limit of 65 for Executive Directors. He is succeeded by Lt.-General Sir Ronald Weeks. Major-General Sir John Davidson also retired from the board on that date, and Lord Hailey will retire on April 30, both having passed the age of 70.

#### PRESENTATIONS TO MR. W. P. BRADBURY AND MR. PAUL GIBB

Mr. W. P. Bradbury and Mr. Paul Gibb, who recently retired from posts as Commercial Officers of the London Midland and North Eastern Regions, respectively, were presented on March 22, by Mr. David Blee, with parting gifts from brother officers of British Railways. Mr. Blee spoke of Mr. Bradbury's distinguished career, and recalled his association with the entry of the railways into the field of road transport and as one of the pioneers of the Railway Air Services. As Chief Commercial Manager of the L.M.S.R., and later the L.M.R., he had displayed a vision and judgment invaluable in the counsels of the railway officers with whom he had been associated. Mr. Blee went on to say that he was a great admirer of Mr. Gibb's wise conduct of his office as Goods Manager of the North Eastern Region, previously the North Eastern Area, L.N.E.R., and mentioned that, following the example of his illustrious father, Mr. Gibb had received early training as a solicitor and had successfully filled offices in that capacity, and as an accountant, before entry on commercial affairs. Mr. Blee's good wishes were endorsed by Messrs. A. K. Bird (C.R.O., Eastern Region), A. E. Hammett, C. Furber and C. G. G. Dandridge (Commercial Superintendents respectively of the L.M., Western and Eastern Regions), also by Messrs. J. R. Pike (Chief Officer (Goods), Railway Executive), L. E. Marr (Assistant Commercial Superintendent, Scottish Region) and L. W. Conibear (Executive Officer (Passenger) Railway Executive), and by Mr. T. J. Lynch (Secretary, Railway Clearing House), who also conveyed

to Mr. Bradbury and Mr. Gibb the best wishes of a number of their colleagues unable to be present. The gifts were gratefully acknowledged by the recipients, who spoke of the happiness they had derived from the many friendships formed during their long railway associations.

Mr. J. E. M. Roberts, Passenger Manager, North Eastern Region, British Railways, who, as recorded in our March 4 issue, has been appointed Assistant Commercial Superintendent, Southern Region, joined the L.N.E.R. in 1929. He obtained general experience in commercial and operating work in the Southern Area, and in 1932 joined the rates and charges staff



Mr. J. E. M. Roberts

Appointed Assistant Commercial Superintendent, Southern Region, British Railways

of the Goods Manager's Office for that area; he was engaged on work in connection with the negotiation of agreed charges and the submission of evidence on early cases to the Railway Rates Tribunal, and subsequently on duties in connection with road-transport rates. From 1934 to 1938 he was concerned with matters appertaining to the company's education scheme, staff training arrangements, and superannuation and pension funds in the Salaried Staff Section, Chief General Manager's Office, Kings Cross; he then became Chief Staff Clerk, Divisional General Manager's Office, North Eastern Area. In 1939 Mr. Roberts was appointed Assistant District Superintendent, York, and in 1941 he was made District Superintendent, Sunderland. In 1943 he became District Superintendent, Darlington, and later acted as Assistant Divisional General Manager, North Eastern Area, in which post he was confirmed in May, 1946. He was appointed Passenger Manager for that area in January, 1947. For the past two years he has been a Director of the Northern General Transport Co. Ltd., East Yorkshire Motor Services Limited and West Yorkshire Road Car Co. Ltd.

#### TRADERS' TRAFFIC CONFERENCE

Mr. H. R. Caulfield-Giles, M.Inst.T., of Newton, Chambers & Co. Ltd., has been re-elected Chairman of the Traders' Traffic Conference for the ninth successive year. Mr. C. E. Jordan, of T.I. Group Services Limited, has been elected Vice-Chairman,

in succession to Mr. H. Currington, of the Sheepbridge Co. Ltd., who, to the great regret of everyone, wished to retire after 19 years as Chairman and eight years as Vice-Chairman of the Conference. Mr. J. Allsop has been re-elected Honorary Treasurer. The spring meeting of the Conference this year is to be held at Glasgow on May 10 and 11.

Mr. Charles Holt, Deputy General Manager of Thos. Cook & Son Ltd., has been elected Chairman of the Creative Tourist Agents' Conference for the ensuing year.

The late Lord Ashfield, who was a Member of the British Transport Commission, and who was previously Chairman of the London Passenger Transport Board, left £59,971.

#### THE ENGINEERS' GUILD

The General Council of the Engineers' Guild for 1948-49 is composed as follows:—

Chairman: Mr. G. Howard Humphreys; Vice-Chairman: Mr. W. S. Graff-Baker; Honorary Secretary: Mr. W. A. M. Allan; Honorary Treasurer: Mr. Bryan Donkin. Messrs. C. J. S. Anderson, L. S. Atkinson, Professor A. L. Baker, Messrs. J. G. Bentley, O. V. S. Bulleid, Robert Chalmers, C. L. Champion, J. D. Findlay, E. W. Greensmith, Forbes Jackson, J. D. Lindsay, C. W. Niel McGowan, H. Nimmo, A. S. Quartermaine, J. Rawlinson, A. A. Symington, J. W. J. Townley, J. H. W. Turner, Leslie Turner, F. C. Vokes, W. K. Wallace, R. T. B. Wynn, R. M. Wynne-Edwards.

Assistant Secretary: Mr. W. L. Henderson.

#### ENGINEER & RAILWAY STAFF CORPS

The following promotions and appointments were gazetted recently under the headings of Territorial Army—Royal Engineers: Engineer & Railway Staff Corps:—

Lieutenant Robert Arthur Riddles, late R.E., to be Colonel, February 26, 1949.

The undermentioned to be Majors, February 26, 1949: William Mackenzie; 2nd Lieutenant Charles Kellam Bird, late R.A.; Stewart Walter Cox; Charles Patchett Hopkins; Major Evan Bonnor Hugh-Jones, late R.E.; Sydney William Smart; Lieutenant (War Subs. Major) Graham Townsend Bennett, from Emergency Commission; Lt.-Colonel James William Watkins, late Lancashire Fusiliers; Major Frederick William Abraham, late R.A.; Ernest Stewart Cox; Lieutenant (War Subs. Major) Frank Hodgson Petty (Supplementary Reserve of Officers).

Signor G. di Raimondo, Director-General of the Italian State Railways, and Signor E. Linzi, Director-General of the Compagnia Italiana Turismo, are at present on a short official visit to this country. Signor M. Forti, London Representative of the Italian State Railways and Managing Director of Compagnia Italiana Turismo (England) Limited, gave a reception to meet them at the May Fair Hotel on March 31. Signor di Raimondo and Signor Linzi are the leading members of the Italian delegation to the Interfrigo Conference, which opens at the Great Eastern Hotel on April 1, to investigate the problems connected with refrigerated wagon transport. While they are here, they will also review the arrangements to meet the requirements of the expected post-war record number of British visitors to Italy during the coming months.

## Mansion House Association on Transport

*Sir Cyril Hurcomb surveys the tasks facing the transport industry*

There was a large attendance at the annual luncheon of the Mansion House Association on Transport, held at the Trocadero Restaurant, London, W.1, on March 25, when Mr. W. H. Gaunt, President of the Association, was again in the chair. There was no toast list this year.

The President introduced the speakers, and paid a tribute to the work which the principal guest, Sir Cyril Hurcomb, Chairman of the British Transport Commission, was doing for the transport industry. Fortunately, their Association was free from party politics, and they had been able to discuss transport problems in a friendly and helpful spirit.

Sir Cyril Hurcomb said that the renewal of railway track had gone steadily forward, and speed limitations due to that cause were fewer than they were. In January this year, 57 per cent. of express steam trains were on time or within five minutes of it, and the percentage for electric trains, and for all trains other than expresses, was about 87 per cent. A handicap to punctuality was the quality of much of the coal which they were obliged to use. They viewed with no complacency the fact that 10 per cent. of the steam expresses were over half-an-hour late from various causes. Special efforts had ensured a sufficiency of haulage power, and savings in locomotives had been secured by inter-Regional working of freight trains.

The wagon position had steadily improved and he acknowledged again the assistance received from traders in improving turn-round time. The railways on their side were able to show 37,000 fewer wagons under, and awaiting, repair at the end of February than at the corresponding date last year, which reflected a programme of continuing improvement, and though, as a result of the necessary breaking up of old stock, the number of wagons available for traffic was slightly less than a year ago, the capacity was greater by reason of the introduction of wagons of larger capacity. Braked express freight trains were now run on over 500 scheduled services, and the booked weekly mileage was over 300,000, or only about 10 per cent. less than in 1938/39.

### SHORTAGE OF COACHING STOCK

Their most serious handicap was the shortage of coaching stock. At the end of last year they had available for traffic 4,000 passenger-carrying vehicles fewer than before the war. This deficiency was due to the disappearance of 3,000 vehicles no longer capable of service, and to an increase of 1,000 in the number under, and awaiting, repair. Many of these vehicles, and many which they had already repaired, were very old, and not worth repairing, but they were forced to patch them up because they could not get the materials with which to build modern stock. On 380 vehicles recently snatched from the scrap heap, they were spending no less than £200,000, merely to prolong their life for three years.

Probably there was no single step which would be so likely to increase railway revenue as to make available more coaching vehicles to carry excursion traffic. It would be disappointing if the urgent needs of transport had to be postponed too long, especially if the effect was to lose the goodwill of the travelling public, and revenue which they might otherwise earn.

In addition to improving services it was incumbent on them to secure economies in all possible directions. They were doing that. The functional organisation of the Executives, and the concentration of expert staff, particularly in the Railway Executive, were designed to make possible comprehensive and rapid surveys of the potentialities of technical and operating economies. In some directions substantial savings had already been made, but most economies took years to fructify fully, and many of them required expenditure of money and scarce materials to bring them about.

One of the biggest immediate economies would be to get away from the enforced makeshift of extravagant repairs, to devote their funds and their manpower instead to renewals, and to scrap much that was both obsolete and costly to operate. One of the strongest reasons which led the Commission recently to advise the Minister to secure high priority for the substitution of trams in South London by motor vehicles was the fact that the maintenance of these trams and their tracks was costing something like £1½ million a year.

When they talked of economies, they must remember that from 60 to 70 per cent. of the expenditure of the railways and of London Transport was represented by salaries and wages. Costs in this respect had been increased by the award of time-and-a-quarter for drivers and conductors of road passenger vehicles on Saturday afternoons. That would cost over £375,000 a year.

### ADJUSTING MANPOWER

They were doing what was necessary to adjust manpower to the volume of work, never an agreeable process, but one which he was sure the staff realised to be necessary. It was being taken in ways least likely to cause hardship. The total staff of British Railways fell in four weeks ending January 30 by over 4,000. Taking all their activities together the reduction in staff in those four weeks was over 5,000.

The Commission, immediately it was formed, decided on a policy of publishing information in reasonable detail and as early as possible about its principal activities. They intended that their business, like the operation of transport itself, should be conducted, so far as was possible, in the open. They believed that this was an obligation which British Transport owed to its users, its staff, and to the public generally, and those concerned would thus be enabled to form for themselves some judgment of the effectiveness with which the activities of the Commission and its Executives were being conducted, and of the progress that was being made in providing a public service.

Ever since it came into existence 30 years ago, the Ministry of Transport had issued each month traffic and operating statistics in respect of the railways. They were fortunate in having this experience to guide them, and in being able to take over from the former railway companies a ready-made statistical machine. When they started issuing *Transport Statistics* in the early part of last year, they were able to follow closely the subjects covered in previous returns, so that continuity of comparison could be maintained in essentials.

They added information about London Transport, railway steamships, and inland

waterways, and they would continue to extend the scope of the publication until it covered all the principal activities of the Commission. Road haulage statistics were included in the first issue of the 1949 series, and they intended during the current year to publish particulars of docks operations and of road passenger interest. The light thrown on the operations of road transport for the first time ought to be particularly interesting.

It was not always realised what a wealth of material was contained in *Transport Statistics*. They began by giving details of their gross receipts analysed by principal activities, and these receipts represented what traders and public paid for the services they performed. Next, they gave particulars of the people by whom those services were performed, showing the numbers employed in main occupational groups, and the rate of recruitment and wastage. In providing the services, of course, the staff had the assistance of much capital equipment. So, after manpower, they gave details of rolling stock and vehicles.

Finally, there were the operating statistics, some of which gave a measure of the demand for their services. In the main, however, they provided an indication of the efficiency with which the organisation used the apparatus at its disposal. Figures such as these, in spite of certain limitations in the use of averages, indicated which way things were going, whether average efficiency was improving or falling off in relation to all the circumstances which had to be taken into account.

Those who were responsible for managing the various parts of the Commission's undertaking must keep these statistics constantly before them. They acted as a spur to improved results. It was important, also, that the staff themselves should realise the necessity of striving constantly to improve on existing standards of performance, as revealed by these figures.

### TRANSPORT RECEIPTS

Now he would deal with what was probably most in their thoughts, namely, the trend of transport receipts and what was likely to be their policy in regard to rates and charges. They were still experiencing a decline in receipts—most marked on the main-line railways—against an expenditure which showed an opposite tendency. Late in 1947, railway charges were increased with a view to meeting certain increases in costs then foreseen. Since then, increases in costs which were not allowed for at that time, had fallen on them, in the way of additional concessions to staff, higher prices for coal, and so forth.

The total salaries and wages bill on the main-line railways and London Transport in 1948 was £268 million as compared with £120 million in 1938. The total coal bill was £38 million as compared with £12 million eleven years ago. Of these rises in cost some part was not covered by the increases in fares and charges introduced in October, 1947, before nationalisation.

Apart from that, the traffics in 1948 did not yield the revenue which was expected when fares and charges were increased in the previous year. This shortfall in revenue, amounting to some £30 million, was not the same thing as a deficiency on the year's working. There were fluctuations of expenditure to be taken into account both ways.

Many factors entered into the ascertainment of the true result for the year. The preparation of their first annual accounts



was a gigantic task, and involved many complicated questions of accountancy, as well as issues of financial policy. But before the end of the summer, they would submit those accounts to the Minister, with the annual report on the exercise and performance of their functions during the year, and on their policy and programme, so that he might present both documents to Parliament.

In some directions goods traffic improved in the first eight weeks of this year, as compared with 1948, and receipts from minerals and from coal were greater, but there was a fall of about 5 per cent. in the receipts from general merchandise.

It was in passenger traffic that the decline in the first eight weeks of 1949 was greatest—about 8 per cent. Some such tendency was to be expected as a corollary of the general disinflationary process necessary to the preservation of the national economy. The five-day week was also bound to have some adverse reaction on workman's and season ticket travel.

Lastly, the completion of demobilisation and the consequent reduction in the movements of men on furlough had reduced the volume of Government traffic, and, indeed, reduced it to an extent sufficient to account for the greater part of the reduction in passenger receipts in the first eight weeks of 1949. However satisfactory to the taxpayer, this left them short.

These were all valid explanations, and where there were so many factors to be taken into account, they need not be unduly disturbed at some lack of equilibrium in a comparatively short period. Their duty was to pay their way taking one year with another.

#### RESTORATION OF CHEAP-FARE FACILITIES

The public naturally asked, therefore, whether more traffic would not be attracted if fares were lower, especially in competition with the road. Part of the answer was that many cheap facilities were restored last summer, and that, though the response was not all that they wished, gross receipts from special cheap fares were £4 million more than in 1947. Many more such facilities would be made available this year, wherever, by granting excursion or cheap fares at off peak periods, they were reasonably satisfied that additional net revenue could be obtained.

He would emphasise that point of increase in net revenue. It would be useless to carry more people at a loss or without improving revenue. They must remember, also, that if they cut all fares by 20 per cent. they would need a 25 per cent. increase in the number of journeys of equivalent length merely to leave them where they were, assuming that additional journeys cost them nothing, which would not be the case. They had to find means of inducing additional travel at off-peak times in trains at present poorly loaded. A widening of the scope of reduced fare facilities, of which particulars would be given in ample time and at no distant date, would embrace such features as cheap-day tickets at special rates, more day, half-day, and evening excursions to places of resort, and circular tours and holiday season tickets.

These they could justify on commercial grounds, and the additional revenue secured would help the general financial position. They were quite different from the concessions they were asked to make in favour of special classes of persons, such as students, pensioners, and the disabled, which would entail financial loss to transport and add to the burdens of other users.

In the new basis for charges schemes by road as well as rail they had a serious problem to face. They would have to ask the Minister for some extension of the period of two years mentioned in the Act for the submission of charges schemes—especially as the two years ran from the date of the passing of the Act in August, 1947, and not from the vesting of the undertakings in the Commission in the following January—but they had already made substantial progress and were anxious not to lose time. They hoped before long to be able to consult this Association and other representative bodies of traders on many of the matters which were preliminary to the actual fixation of charges, on merchandise for example, on conditions of carriage, on the basis of the new scheme of classification, etc., and in general on the kind of framework into which the figures must in due course be inserted.

In the new proposals more regard would have to be paid to cost of operation than in the past, and they must face such disturbance in the relativity of existing charges as might be necessary to bring about a simpler and more intelligible scheme. In seeking to close the gap between receipts and expenditure they would have to proceed with close regard to competitive and other conditions in deciding where increases might be justified and where reductions might be required.

No speech to a body like this would be complete without some reference to the "C" licence holder. He hoped that he was not showing undue sensitiveness if he remarked that there had been a growth of such licences in directions competitive with public transport. This was not a question between road and rail, for they were every week in a position to offer more service, not only by rail, but by road for traffics which traders wished to go by road, and they were able to offer a contract service by road as well as the ordinary tonnage rates for individual consignments.

The question was one between public transport—road, rail, or water—and private transport, and they could not expect public transport at low rates if traffic was not tendered to the public transport undertaking on a sufficient scale to enable it to meet the cost of maintaining the system on which they all expected to be able to fall back at times. They appreciated that there were cases where, for reasons of convenience as much as of cost, it suited the industrialist or trader to use his own vehicles, quite apart from the obvious case of short-distance retail delivery. They appreciated that there was action and reaction between the rates a trader had to pay and the traffic he was willing to consign.

But what, for example, was bound to be the result on the general rates structure if a great concern which drew into its works vast supplies of low-grade raw materials at comparatively low freight rates withheld its outgoing finished traffic, and sent that out by its own private road vehicles? He had no doubt that they would find means of meeting even such cases.

If they gave public transport a chance, if they gave it the traffic, traders generally would benefit by the wider spread of overhead charges, which must, in the last resort, fall on them. The Executives between them would see that the traffic was carried efficiently by whatever means the trader might choose, rail, road, or inland waterway.

Mr. L. J. Callaghan, Parliamentary Secretary to the Ministry of Transport, said

that the Minister of Transport appreciated the advice and guidance offered by the Association at all times.

Mr. D. R. Lamb, President of the Institute of Transport, recalled that the President of the Association had started his career in a railway workshop and had been engaged in the construction of the first London tube railway.

Mr. C. S. Anderson, President of the Chamber of Shipping, said he was in agreement that everything possible should be done to reduce port costs. They were passing through a difficult period and the transport industry of this country was trying hard to adjust itself to the new conditions.

### Reorganisation in Scottish Region]

#### Changes in Civil Engineer's [Department in Edinburgh and Glasgow districts

The Civil Engineer's Department of the Scottish Region of British Railways is to be re-organised into seven Districts. These District Engineers' Districts will be as detailed below.

Edinburgh (former L.M.S.R.) District will be as at present, except that the following sections will be transferred to Glasgow South District: Garrongill Junction to Gretna (inclusive); Fullwood Junction to Law Junction; Holytown Junction to Hartwood (exclusive); Cleland to Chapelhall; Cleghorn to Lanark; Carstairs to Carnwath (inclusive); Dolphinton Branch; Symington to Peebles (ex-L.M.S., inclusive); Moffat Branch; Gretna Junction to Gretna Green (inclusive).

Edinburgh (former L.N.E.) District will also be as at present, except that the following sections will be transferred from Glasgow North District: Forresterfield (inclusive) to Bathgate (exclusive); Avonbridge to Bathgate (exclusive); Avonbridge to Bo'ness; Westcraigs to Blackhall Junction and branches; Polkemmet Junction to Morningside and branches.

The following sections, also in the Edinburgh former L.N.E. district, are to be transferred to Glasgow North District: Polmont (exclusive) to Bonnybridge (exclusive) and branches; and Polmont (exclusive) to Larbert Junction and branches.

In the Glasgow North District the organisation will be as at present, except for the transferences to and from the Edinburgh ex-L.N.E.R. District already listed; similarly, Glasgow South will continue as at present, except for the aforementioned transferences from Edinburgh former L.M.S.R. District.

The Inverness, Aberdeen, Irvine, Perth, and Thornton District Engineers' Districts remain as at present.

**RAIL-ROAD LIAISON.**—It is announced by the Railway, Road Transport, and Docks & Inland Waterways Executives (with the approval of the British Transport Commission) and the Road Haulage Association, that liaison machinery between the Executives and the Association has been devised and shortly will be set in motion. The machinery provides for contact at all levels and the regular discussion of matters of common interest. It will take the place of the Road-Rail Central Conference together with its sub-committees and regional conferences and of the negotiating committees dealing with licence applications.



# Institution of Locomotive Engineers' Annual Luncheon

*Lord Rusholme on the Institution's contribution to locomotive engineering*

The annual luncheon of the Institution of Locomotive Engineers was held at the Dorchester Hotel, London, W.1, on Friday, March 25. Lt.-Colonel Harold Rudgard, President of the Institution, was in the Chair.

Lord Rusholme, Member, British Transport Commission, in proposing the toast of the Institution, said he had endeavoured to learn something about the Institution, and the annual report had told him that it was an organisation rather small in numbers; in consequence, he had expected that he would be speaking to fifty, or at the very most seventy-five people. Instead of fifty, he found something in the neighbourhood of five hundred, which presented him with a very difficult task. He was glad to know they were banded together in an organisation, which gave all who were concerned with locomotive engineering, an opportunity of meeting and of discussing common problems; their organisation had set itself an important task in the advancement of the science and practice of locomotive engineering. He had read the presidential address with great interest. That address had described the developments which had taken place in pre-war days in locomotive design, when very great strides had been made in the production of a smaller number of more efficient locomotives, which gave a greater mileage with marked economies. The efforts that now were being made to secure the optimum mileage of locomotives were of very great interest to him, and he realised that the analysis of the weekly position was not merely a statistical return, but an effective means of ensuring the best results from each shed, on the control of the use of the stock held there. He was interested in the diagram which indicated the effect on the coal consumption of a heavy express train of stopping and re-starting, and it seemed to him that there they had a very weighty reply to those who were calling for extra stops for such trains. In these times of coal shortage, the need for fuel conservation was obvious, and he commended the efforts which the locomotive engineers were making to secure the best results from each pound of coal consumed, and, on the running side, the maximum use of each engine in steam each day.

Lt.-Colonel Harold Rudgard, President of the Institution, replying to the toast, expressed his pleasure on seeing such a gathering of members and their friends. He tendered appreciation for Lord Rusholme's remarks on maintenance of the science of locomotive engineering, and those concerning the past-presidents, whose names were so well known, not only in the field of mechanical engineering, but in research, design, and the education of all grades of staff in their great industry. As an Institution, they appreciated the presence of those who had come among them at the luncheon, and he especially mentioned: Lord Rusholme, whom they had heard; Sir William Wood, of the British Transport Commission; Sir Eustace Missenden, Chairman of the Railway Executive; Mr. K. C. Bakhle, Chief Commissioner of Indian Railways; Messrs. V. M. Barrington-Ward, W. P. Allen, R. A. Riddles, and J. C. L. Train, from the Railway Executive; Mr. A. B. Valentine, of the London Transport Executive; Mr. J. A. Kay, of *The Railway Gazette*, who,

he suggested, quietly delighted in trailing his coat; Mr. S. E. Parkhouse; Mr. Gilbert Matthews.

He had stated in his presidential address he did not consider that nationalisation would be harmful, as information concerning details in connection with the development of design of locomotives and rolling stock would be much more readily forthcoming than they were in the past from the individual railway companies; also, that there would not be a shortage of suitable papers to be read to the Institution. When they considered the people who, throughout the country, were dealing with the design and development of steam and other types of locomotives (foremost among these were Messrs. Riddles, Cox, Bond, Ivatt, Hawkesworth, Bulleid, Peppercorn, Patrick, Black *cum* Hood, and Hulme), this important work was in very good hands. As recently as the previous week a senior member of one of the greatest manufacturing firms of locomotives in this country had stated, in the discussion following a paper read at the Institution, how much he and others at their meetings appreciated information which was so readily available from railway representatives at the present time.

Design definitely would bring about a reduction in the consumption of fuel. He was reading an account in the monthly bulletin of the Railway Research Service, where a table was shown of the coal consumption of the French National Railways per train-km. and per 1,000 trailing gross-ton km.; there had been a decrease in consumption of fuel under these headings in 1945, 1946, and 1947, and it was obvious to him, therefore, that they must be burning quality and not quantity.

## SUMMER MEETING

Members had been advised of the summer meeting, which was to be held in Rugby and Manchester on May 10, 11 and 12. The programme arranged for this summer meeting (made possible by the appreciation of the Railway Executive of work done by locomotive engineers, Sir George Nelson and his Directors, Mr. H. Wilmot and Directors of Beyer, Peacock & Co. Ltd., the Directors of Metropolitan-Vickers) would not only be instructive, but would be of great interest to those attending, and he asked that the opportunity be given for the younger element to attend by the various authorities.

Major Harrison, their Secretary, was retiring at the end of May, and the Council had appointed as his successor Mr. G. T. Hart. Mr. Hart would have a difficult job to follow such a worthy Secretary, but he had no misgivings as to the excellent way in which Mr. Hart would do this. It would be of interest to members to know that Major Harrison had always worn the "old school tie" of the L.N.W.R., of which he was naturally very proud. This railway, as they so well knew, had produced locomotive engineers of great repute for the old country, as well as for practically all over the world.

He must say a few words about the President-Elect, Mr. W. Cyril Williams. He, like the immediate past-president, could be given the name of "globe trotter," and Lt.-Colonel Rudgard looked forward to the new President flying the flag of the Institution, where they had Centres, in whatever country he went.

He wished to thank the Committee,

Messrs. Le Clair, Vidal, and Crane, for the work they had put in to make the luncheon meeting such a success. Concerning this, he referred to an old menu card, 1923, when Mr. Robert Whitelegg was in the Chair, whom he was so pleased to see now; among others present at that meeting to-day he noticed his friends Le Clair, General Szlumper and John Kay.

Lt.-Colonel Rudgard then presented to Mr. L. A. J. Le Clair the Bronze Medal of the Institution, in recognition of outstanding services. In response, Mr. Le Clair said he would very much like to thank Lt.-Colonel Rudgard for presenting him with the Medal.

## THE GUESTS

Mr. R. A. Riddles, Member, Railway Executive, who proposed the toast of the guests, said that in Lord Rusholme, their principal guest, they had a very good friend indeed. There were many of them who were grateful for his help and advice, and they welcomed him there as one more indication of his interest in all that they did. Sir William Wood was a world-famous statistician, with a practical mind, and a great knowledge of railway problems. With these two gentlemen, they were honoured by the presence of no less than 50 per cent. of the British Transport Commission, with 75 per cent. of the Railway Executive and 25 per cent. of the London Transport Executive.

Sir Eustace Missenden, of the Railway Executive, always was ready to lend a helping hand, although Mr. Riddles suspected that his fancy was electrical. Mr. W. P. Allen, whose name was coupled with the toast, had a locomotive named after him. Mr. Allen would insist on it being painted green, but he had tried to persuade him that should it be painted black, it would cast no reflection on him whatever. Mr. Barrington-Ward had been untiring in his efforts to lift the status of the motive power department to where it belonged. Mr. Train hated locomotives, especially the big ones that knocked his track about. Mr. Valentine, surrounded as he was by an electrical atmosphere, was able to relax, they hoped, in the atmosphere of steam and smoke.

To Mr. Bakhle, Chief Commissioner of the Indian Railways, he gave a special welcome; all of them, as locomotive engineers, had had very close associations with the Indian railways, and many of their friends have spent their professional lives in the service of the railways of India. Their President already had referred to the presence of Mr. Kay, who had been a great help to them by his articles and discussions in the journals for which he was responsible. They were very pleased to see also Mr. Parkhouse and Mr. Matthews.

Mr. W. P. Allen, Member, Railway Executive, who responded, said that in the contacts which he had been privileged to make with locomotive engineers, he had found that, wherever they had been and whatever their status, they were very human people. Mr. Riddles had told them that Mr. Allen wanted green engines. He would like to suggest that there were those of them who wanted black engines, those who wanted green ones, and those who wanted pink ones. He thought that that was all to the good, because it demonstrated that they still had those human qualities which meant so much in life. He would like, as an outsider, to say to those who designed, built and repaired the engines, that the man who worked them, who spent his life as a cleaner and fireman and driver, was the greatest colleague that they could

have, because he could help to a very great extent to make their particular design of locomotive a success, or otherwise.

Mr. W. Cyril Williams, the President-Elect, said it was nearly thirty years ago that he became a member of the Institution, and he never imagined that he would attain this position. In all his travels about the world, he always had had the interests of the Institution at heart, and he would continue to do so.

Among those present were:—

Messrs. N. L. Ablett, F. W. Abraham, E. Adams, J. L. Adamson, W. A. Agnew, L. B. Alexander, W. P. Allen, E. Allsop, H. H. Andrews, G. Appleton, S. Appleyard, A. Arbuthnot, R. Arbuthnot, J. Clubley Armstrong, S. V. Arnold, W. J. Ash, E. S. Aslett.

Messrs. G. H. Bailey, L. C. Baile, S. L. Baister, E. W. Baker, K. C. Bakhle, F. C. Bance, S. Barber, V. M. Barrington-Ward, W. A. Bartley, R. Bate, A. E. Beacham, R. W. Bean, F. H. Beasant, G. V. Beasley, J. E. Beckett, J. Bell, Lt-Colonel G. S. Bellamy, Messrs. G. F. Best, A. E. Bennett, H. Bennett, Colonel F. J. Biddulph, Messrs. E. Billington, H. Billington, Commander W. T. Bird, Mr. R. F. Black, Dr. P. W. Blythe, Messrs. R. C. Bond, T. W. Bragg, E. Brearley, J. K. Brident, K. W. Bridges, J. Briggs, G. C. Brinkworth, G. D. Broadbent, D. C. Brown, D. F. Brown, T. W. Brown, C. Bullard, O. V. Bulleid, M. G. Burrows, D. C. Burton, G. C. Brighton.

Messrs. N. G. Cadman, J. E. Calverley, A. Campbell, N. J. Carling, G. Carr, H. R. Carver, G. E. Cater, J. Cave, H. D. Chamberlain, A. E. Chapman, M. Chapman, G. R. Chimes, T. E. Chimes, Sir William Christie, Messrs. Chu Shi-Chong, H. Clark, H. E. Clark, D. G. Clarke, C. F. Cleaver, C. M. Cock, C. S. Cocks, K. Cole, F. H. Colebrook, A. F. Collins, Lt-Colonel F. R. Collins, Messrs. J. N. Compton, A. E. Cook, N. H. Cook, B. W. Cooke, K. J. Cook, D. F. Cooper, R. S. Cooper, S. Copen, A. G. Corrie, P. Corrie, Lt-Colonel C. G. Cotesworth, Messrs. H. P. R. Coveney, E. S. Cox, K. A. Cox, M. A. Crane, Sir George Cuffe, Messrs. R. Curl, T. F. Coleman.

Messrs. W. R. Dagenhardt, A. C. Damant, H. M. Dannatt, C. F. Davey, A. S. Davidson, H. Davies, A. L. Dawson, Damer Dawson, A. J. Day, L. F. Day, H. E. Dean, C. E. Dee, A. W. Dench, I. H. Denning, A. E. Dent, F. Dickson, K. S. Dobson, L. T. Dockerill, F. J. Doggett, G. Dow, W. B. Draper, R. J. Drury, R. C. Duncan, A. R. Dunbar, A. G. Dunn, F. L. Dunster, E. Durnford, J. Dykes-Hutchinson, V. A. Eayres, H. N. Edwards, L. Brook Edwards, F. O. Ellis, A. H. Emerson, H. B. Everard.

Messrs. C. N. Fairchild, W. D. Farrington, W. Featherstone, Major J. H. Fielder, Messrs. R. E. Fitzgerald, L. Flatt, R. E. Fordham, I. C. Forsyth, A. Fossey, R. W. Foxlee, R. Freeman (Junior), E. Freeth, Brigadier S. G. Galpin, Messrs. C. A. Gammon, R. J. Garrard, J. Gatto, Commander H. V. Gaud, Messrs. H. F. S. Gedge, R. C. Gibb, A. J. Gibson, J. Gilbert, I. Gillett, T. Gillett, W. Gilmour Smith, R. Glanfield, R. K. Glascombe, G. E. Godfrey, G. C. Gold, J. G. Gold, W. Goldsack, A. M. Gooding, W. S. Graff-Baker, Lt-Colonel E. Graham, Messrs. R. G. Grant, E. W. Greaves, H. Green, R. L. Green, H. M. K. Greenwood, T. Greenwood, Colonel H. Gresham, Messrs. J. H. Gresham, J. N. Gresham, S. R. Gresham, R. Gresley, C. Griffiths, J. R. Grimdell.

Messrs. D. W. Hadfield, D. Haigh, T. O. M. Halliday, E. W. Hanslip, L. A. Harding, J. R. Harkness, F. A. Harper, P. Harris, G. H. Harrison, Major H. A. Harrison, Messrs. J. F. Harrison, R. C. Harrower, D. Harley, G. T. Hart, R. F. Harvey, C. A. F. Hastlow, M. S. Hatchell, C. G. Hatherley, L. W. Hawkins, S. G. Hearn, L. Hemmings, Captain B. T. Hemple, Messrs. A. Henderson, B. Henderson, N. B. Henderson, F. A. Hewson, P. R. Hickman, W. E. Hicks, J. A. Hill, A. E. Hoare, R. B. Hoff, R. J. Hogben, S. Hogg, H. Holcroft, S. Hollands, J. H. Hollinbery, H. H. Holloway, A. E. Hopking, C. P. Hopkins, W. G. Hornett, W. R. Hornett, W. C.

Hoskin, F. A. Howard, F. L. Howard, C. Howe, E. R. Howland, E. P. Hubbard, J. S. Hunter, G. S. Hussey.

Messrs. A. C. Illston, E. Ingoldby, J. W. Innes, H. G. Ivatt, J. B. Jacobson, A. W. Jefford, F. H. Jefford, P. J. Jessop, J. E. Jobson, J. D. Johnson, N. Johnson, A. W. Johnston, T. H. B. Jones, J. A. Kay, W. G. Kelford, W. Kelway-Bamber, H. E. Kemp, E. Kent, A. Kenyon, G. Kettlewell, H. G. Kerry, G. Key, A. S. King, H. Kingston, A. H. D. Kitson, W. S. Knight, J. Krostrzewa.

Messrs. A. Lamin, C. Lawrie, W. Lawrie, W. H. Lawrence, E. Lawton, H. Lawton, L. J. Le Clair, L. Ledger, R. H. Lee, K. H. Leech, Martin Lewis, P. A. J. Linforth, E. E. Lloyd, M. C. Lloyd, R. E. Lloyd, S. P. Loosen, F. D. Lord, L. Lynes, W. W. Maass, A. B. MacLeod, J. P. Maitland, G. Mallet, P. Manners, Colonel F. A. Manley, Messrs. A. L. Mansour, A. W. Manser, P. L. Mardis, R. S. Marks, G. C. Marsh, S. W. Marsh, V. M. Marshall, J. H. Marshall, E. W. Marten, P. J. Martin, O. Martin, F. Mason, G. Matthews, D. C. Matthews, J. Maudsley, F. G. Maxwell, C. R. Mayo, J. McGuigan, W. T. McKinna, H. M. Melhuish, J. P. Metcalfe, R. Metcalfe, R. D. Metcalfe, Colonel Oscar Meyer, Mr. A. E. Milne, Sir Eustace Missenden, Messrs. W. J. Mitchellhill, E. S. Moore, N. H. Morris, E. H. Morris, C. W. Mossop, A. E. Moulton, E. R. Mountague, G. A. Musgrave.

Messrs. J. R. Naisby, O. Naylor, R. N. Needham, G. H. Negus, R. E. Nelson, P. S. Newhook, S. Newman, N. Newsome, L. B. Nicholson, O. S. Nock, A. W. Norman, Captain A. R. S. Nutting, Messrs. J. M. Ordeig, P. M. Otway, J. C. Palmer, G. C. R. Parker, L. P. Parker, C. E. Parkes, S. E. Parkhouse, C. R. Pasley, J. J. C. Patterson, R. Pattison, K. R. Pearson, W. N. Pellow, G. Pettigrew Smith, F. H. Petty, Dr. S. S. Pickles, Messrs. T. M. R. Pinkney, F. D. Playford, D. C. Plyer, E. Pollard, S. Potter, T. Potter, J. R. Potts, E. M. V. Powell, R. A. Powell, E. Pugsion, H. A. Quijano.

Messrs. J. A. Raesmith, G. H. Ramsden, W. E. A. Redfern, J. Redshaw, R. A. Riddles, J. L. Riordan, A. Rizk Bey, F. W. Roberts, K. W. Roberts, A. R. Robertson, E. A. Robinson, H. Dudley Robinson, L. H. Robinson, G. Rollason, E. Ruata, C. W. Rudgard, E. M. S. Rudgard, G. Rudgard, Lt-Colonel H. Rudgard, Mr. H. A. Rudgard, Lord Rusholme, Messrs. D. M. Ryan, W. J. Ruston.

Messrs. P. Saccaggio, W. Schofield, W. Scott, G. Scott, E. W. Selby, J. E. Sheldon, C. A. Shepherd, O. Sheppy, G. T. Shoosmith, M. W. Shorter, L. Sibbit, C. N. Silvester, G. E. Simmonds, A. W. Simmons, G. S. Simmons, C. R. H. Simpson, F. W. Sinclair, W. O. Skeat, W. F. Slater, R. A. Smeddle, C. L. M. Smith, G. Smith, John Smith, J. Hopewell Smith, R. T. Smith, S. G. Smith, F. C. Souster, A. K. Southern, J. E. Spear, J. C. Spencer, C. E. Spurgeon, F. L. Stafford, N. E. Stafford, Sir William Stanier, Messrs. J. Steele, R. D. Steele, G. T. Steer, J. Stein, H. L. Stew, A. M. Stewart, J. W. Still, J. A. Stirling, Commander H. C. Stock, Messrs. D. Strachan, D. T. Strain, A. T. Sturgess, W. B. Swayne, H. H. Swift, N. W. Swinerton, Commander E. R. Sworder, Mr. A. Sykes, Major-General G. S. Szlumper.

Messrs. M. Talbot, R. L. Tanner, P. N. Tarlton, A. R. Taylor, J. H. Taylor, S. Taylor, Major E. W. Taylerson, Messrs. En-Lien Tchong, J. W. Terry, F. Theakston, D. Thom, G. Thomas, L. T. Thompson, H. Thorp, W. G. Tilling, A. G. Tindill, R. Todd, W. L. Topham, J. C. L. Train, G. Turbett, E. M. Turnbull, A. E. Turner, F. Turner, W. A. Turner, M. W. Tutt, G. Urwin, A. B. B. Valentine, Lt-Colonel G. E. Vaughan, Messrs. J. D. Vaughan, J. W. Vaughan O. Vilpponen.

Messrs. C. C. Waddington, C. C. Wade, W. J. Wakley, L. Walker, J. Walton, A. J. Watkins, J. N. Watkins, W. Watson, S. B. Warder, M. Weiss, G. M. Wells, W. W. Weston, H. A. White, C. R. White, E. T. White, H. B. White, F. W. Whitehouse, R. H. Whitelegg, I. Whittingham, W. Cyril Williams, H. Wilmot, A. G. Wilson, A. Wilton, A. J. Winchester, G. F. Wix, Sir William Wood, Messrs. D. G. Woodman, J. B. Woodman, A. K. Wright, J. F. Wright, G. Wynne Davies, W. E. Yates.

## Ulster Railway Services

### Debate on N.C.C. and B. & D. R.

In a recent two-day debate on railway services the Northern Ireland House of Commons was assured that, before the Minister of Commerce made an Order for the abandonment of a railway, "full opportunity should be provided for Parliament to express its opinion." The debate was the outcome of the declared intention of the Ulster Transport Authority to close certain sections of the Belfast & County Down Railway.

The House approved the purchase by the Authority from the British Transport Commission of the Northern Counties Committee Railway for £2,668,000.

Mr. Andrews (Mid-Down—Unionist) said he hoped that no further attempt would be made to establish a road monopoly. What was required was carefully applied co-ordination of railway and road transport.

Mr. Faulkner (E. Down—Unionist) said that while it was ensured that the line would not be torn up, the discontinuation of services was not necessarily prevented.

Mr. Wilson (Windsor—Unionist) suggested that if certain lines were required to be kept in operation for strategic considerations there should be a contribution from the appropriate department.

Sir Roland Nugent (Minister of Commerce) said that, so far as compensation of employees of an abandoned railway was concerned, regulations were now under consideration, and he was only waiting for consultation with the unions to put them into effect. As they were the same as those already accepted by the unions in England he had little doubt that agreement would be reached. He urged local authorities and other interested parties concerned with the County Down closure to get on with the job of lodging their objections and preparing their case for the Tribunal.

When the House went on to debate the N.C.C. purchase, Sir Roland Nugent said that negotiations with the British Transport Commission for the acquisition had been successful on all points except that of price, which had been decided by arbitration. The N.C.C. had liquid assets of £713,122, made up of cash in bank and on hand at the date of the agreement, and a net claim for war damage totalling £477,728.

There were also stock and stores valued at £303,084. From that fell to be deducted an amount due to the B.T.C. under the agreement of £88,229, and an excess of creditors over debtors of £18,631. The remainder of the price represented the physical assets—lines, rolling stock, stations, hotels, etc. If they had been taking over the undertaking, he declared, at the amount which the Commission had paid for it the figures would have been £3,400,000.

There had been large profits during the war, rising to £440,000 in a year. In the first peacetime year the profit had amounted to £138,046, and in 1947 had been £110,548. Revenue at the moment showed a falling tendency. In his opinion, unless the Transport Authority acquired the company there would be no possibility of carrying out the policy of integration of transport which the House had on two occasions approved.

Major J. Maynard Sinclair (Minister of Finance) said that the acquisition of the County Down and N.C.C. railways would complete the first part of the programme of the Transport Authority. In round figures, the amounts involved so far were: Transport Board, £3,000,000; Belfast &



County Down, £500,000; N.C.C., £2,700,000; which together with some immediate capital expenditure of £300,000 gave a grand total of £6,500,000 capital for the new undertaking. In taking over the Transport Board, the House had agreed to write off £750,000 which consequently did not appear in the figures he had just given. Subject to the passing of the necessary legislation, he proposed to write off a further £1,300,000, leaving the gross capital of the Authority at £5,000,000.

Sir Basil Brooke (Prime Minister) said the House would be doing a disservice to the country and to transport if it did not ratify the agreement. The arbitrator, Brigadier-General Hammond, was one of the ablest of men, and it was the Government's belief that he had come to a right decision.

## Institution of Railway Signal Engineers

### Servicing of signal equipment

At a recent meeting of the Institution of Railway Signal Engineers a paper on "Servicing of Railway Signalling Equipment" was presented by Mr. E. E. Pierce. In the absence of the author, through illness, it was read for him by Mr. J. H. Currey.

Mr. Pierce, who is attached to the Signal & Telecommunications Engineer's staff, London Midland Region, had, before joining the L.M.S.R., gained considerable experience in the signal manufacturing industry.

Mr. E. G. Brentnall opened the discussion which followed. He said that the economic aspect of the problem of overhauling equipment was important. For example, there were 10,000 track relays alone on the London Midland Region, and if the life between servicing could be increased by even one year, a great saving would be made. The time factor had to be considered also. Bulk changing of all equipment at one box or location had been suggested, but that would often mean changing an item before it needed it.

Mr. J. C. Kubale said it was helpful to manufacturers to have the information gained from the performance record cards made available to them.

Mr. J. E. Mott said he knew that the information in the paper would be found useful overseas, where similar organisations had now been set up.

Mr. H. H. Dyer emphasised the comparison between the "recovery price" and the cost of renovating, which was misunderstood by many. The overhauled items went out again as good as new, sometimes even better.

Mr. P. W. Ottley said that if something was stripped right down its identity was lost, and on reassembly they had a selection of parts, old and new. His experience was that a failure could then occur on some old part.

Mr. H. Birchenhough referred to the manufacturing as well as the servicing capacity of the railway shops.

Mr. B. Sharpe thought that routine changing of equipment ought to give increased confidence to the linemen, but there was a fear that it might cause them to become slack and lose interest if not properly educated to it.

Mr. L. J. M. Knotts said the scheme pre-supposed a complete census of apparatus from which to make a programme. Adequate shops and stores were needed, and it could not be too

strongly stressed that they must have a long-term policy.

Mr. W. Owen referred to the varying amount of work performed by certain items of apparatus, some of which operated 40 times hourly and some at times only twice a day or so. It might be possible theoretically to base servicing not on time but on work done, but it would involve complicated calculations.

## New Tube Stock for London Transport

London Transport has placed an order to the value of £1,200,000 for 89 new tube cars. This is the first order placed since the war for tube rolling stock as opposed to surface line stock. The most modern tube cars are of the 1938 type, and the new stock will be identical with these, except where advantage has been taken to incorporate in the design minor improvements which ten years of service have shown to be desirable. For all practical purposes the two types of car will be interchangeable. Delivery of the 89 new cars, which should begin in the middle of next year, will do much to relieve the overall shortage of stock. The Central Line requires more rolling stock than was envisaged at the beginning of the 1935-40 programme of new works, with the result that there will be some difficulty in providing extra trains to maintain the accustomed service intervals when the extension from Loughton to Epping is opened and retaining the necessary cars in hand for use as spares.

As a result of the scheme for speeding up the service on the Piccadilly Line by speed-control signalling and the introduction of retardation control and shunted fields for the motors, some extra trains will be necessary on this line. The Bakerloo Line is equipped partly with 1938 stock and partly with pre-1938 stock. Some of the new cars will replace the pre-1938 stock, so that the line is equipped throughout with cars of a similar type. The pre-1938 stock thus released will be diverted to Central and Piccadilly Lines.

In the same way the Northern City Line, which is equipped with pre-1938 stock, will receive the remainder of the new cars and release pre-1938 stock to the Central and Piccadilly Lines. This new order supplements the orders already announced for surface line "R" cars. The new tube cars are being manufactured by the Birmingham Railway Carriage & Wagon Co. Ltd.

### INSTITUTE OF TRANSPORT EXAMINATIONS.

—The Institute of Transport states that no further applications to sit for the examinations to be held on May 2, 3, and 4 can be accepted. The addresses of the examination centres in the United Kingdom are printed in the March issue of the Institute's Journal, and, unless otherwise stated, no other notification will be sent to candidates. The closing date for applications for the Henry Spurrier, Sir William Chamberlain, and Silver Jubilee Scholarships available for award for the 1949-50 session is May 31, 1949; further particulars and application forms may be obtained from the Secretary of the Institute. Papers intended for consideration for one of the Institute awards during the current session must be deposited with the Institute before April 30, 1949; papers submitted after that date will be considered at the end of next session.

## Questions in Parliament

### Toll Roads and Bridges

Mr. William Shepherd (Bucklow—C.) on March 21 asked the Minister of Transport if he would state the date by which he intended to free all the toll roads and bridges now operating under his control.

Mr. Alfred Barnes (Minister of Transport): There are no toll roads or bridges operating under my control. There are four toll bridges and one toll road on, or connecting, trunk routes, and I am in negotiation with the owners who include the British Transport Commission, with a view to freeing them. It is not possible to say when the negotiations will be completed.

Mr. Shepherd: Why should toll roads be operated by the British Transport Commission? Is it the policy of the Minister of Transport to see that all the penalties of nationalisation are visited on the people while none of the advantages accrue to them?

Mr. Barnes: These were properties of the old railway companies, which have been taken over by the British Transport Commission.

Mr. Shepherd: Surely a toll road can be freed overnight?

### British Pensioners of Argentine Railways

Air-Commodore A. V. Harvey (Macclesfield—C.) on March 21 asked the Secretary of State for Foreign Affairs if he would make a statement regarding the payment of pensions to retired employees of the former British railways in Argentina, now living on pensions in the United Kingdom; and whether an agreement had been reached in this connection with the Argentine Government.

Major C. P. Mayhew (Under-Secretary of State for Foreign Affairs): Considerable hardship was caused to the pensioners of the former British railways and others living in this country by the action of the Argentine Government some months ago in placing a ban on the remittance of funds abroad. This hardship was somewhat alleviated by a recent Decree of the Argentine Central Bank permitting the remittance of sums not exceeding 250 pesos a month.

The matter will, however, be pursued further in the context of wider questions of Anglo-Argentine payments on which it is hoped to reach agreement in the course of the current negotiations.

Air-Commodore Harvey: Does the Under-Secretary realise that these retired men are getting only about a half of what they are entitled to, and that the Argentine Government, in addition to having broken its meat contract with us, has broken its contract with these men?

Major Mayhew: I appreciate the hardship involved. We do not intend to let things rest where they are now.

Sir Patrick Hannon (Birmingham, Moseley—C.): Will this point be fully considered by the delegation now in Argentina?

Major Mayhew: Yes, this matter has been brought to the notice of the delegation.

Mr. William Teeling (Brighton—C.) Is the Under-Secretary aware that the officials of Buenos Aires tramways and other organisations are now having their contracts broken by the Argentine Government, and that the rest of South America, and this country, too, is beginning to realise that Argentine Government agreements are very little better than scraps of paper?

Major Mayhew did not reply.



## Notes and News

**Designer Draughtsman Required.**—A designer draughtsman, with practical railway rolling stock and diesel railcar experience, is required by A.E.C. Limited, Southall, Middlesex. See Official Notices on page 367.

**Southern Region's New Poster.**—An attractive poster entitled "Spring in the Country" has been designed by Daphne Padden for the Southern Region of British Railways. This poster advertises "Go As You Please" cheap day tickets, and reduced fares for parties of eight or more persons.

**Senior Draughtsman (Engineering) Required.**—Applications from qualified candidates are invited for the post of senior draughtsman (engineering) required by the East African Railways & Harbours, for two to four years with prospect of permanency. See Official Notices on page 367.

**Vacancy for Designing Civil Engineer.**—Applications will be received by the Agent-General for Queensland, 409/410, Strand, London, W.C.2, until April 30, from persons who are desirous of being appointed to the position of designing civil engineer in the service of the Commissioner for Railways, Brisbane, Queensland, Australia. See Official Notices on page 367.

**Canadian Railways Fares Appeal.**—The Railway Association of Canada has applied to the Board of Transport Commissioners for a 15 per cent. increase in first class passenger fares on the Canadian railways. The secretary of the association has intimated it will file with the Board "as soon as practicable" new tariffs increasing by 15 per cent. coach and other fares lower than first class.

**British Railway Wagon Order for Queensland.**—A Reuters message of March 21 states that with reference to messages of December 23 and February 28 (quoted in our March 11 issue), the Metropolitan-Cammell Carriage & Wagon Co. Ltd. advises that in fact it has received orders for a total of 600 railway wagons from Brisbane. The firm understands that a further 400 are being built in Australia for the Queensland Railways Department.

**Easter Train Arrangements, Western Region.**—From April 13 to April 20 the Western Region will run over 300 extra main-line trains, representing an increase of 50 per cent. over the number run last Easter. On Wednesday, April 13, there will be run from Paddington three relief trains to the West of England, two to South Wales, and two to the North; on Thursday, April 14, 16 relief trains to the West of England, 14 to South Wales and 10 to the Midlands and North, in a number of which seats may be reserved, in addition to the usual seat reservations. To relieve congestion at Paddington, and to save residents travelling up from their local stations, special trains will start from Ealing Broadway at 3.25 p.m. and 5.25 p.m. on April 14 for South Wales, calling at principal stations to Didcot. On Good Friday there will be a modified Sunday service; numerous early morning services to connect with overnight expresses will be run on branch lines in Wales and the West of England. On Easter Monday and Tuesday many relief expresses will be run to Paddington from all parts. There will be no sailing from Fishguard to Waterford on Good Friday night or from Waterford

on Saturday night. Sailing tickets will be required for sailings from Fishguard to Waterford and Rosslare between April 8 and 13 and in the return direction between April 19 and 23. Easter travel is expected to reach its peak on the Thursday evening, and the public are advised to avoid this period.

**Thomas Tilling Meeting.**—Stockholders of Thomas Tilling Limited on March 17 gave unanimous approval to the proposed capital profits dividend of £5 of British Transport stock for every £1 of ordinary stock.

**Agreed Charges.**—Applications for the approval of 94 further agreed charges under the provisions of section 37 of the Road & Rail Traffic Act, 1933, have been lodged with the Transport Tribunal. Notices of objection must be filed on or before April 19 next.

**Central Uruguay Railway Co. of Monte Video Ltd.**—In accordance with the terms of arrangement, Central Uruguay Railway Company of Monte Video Limited (in voluntary liquidation) 5 per cent. second debenture stock will be redeemed at 86 per cent. on April 5, plus, thereafter, a pro rata participation in the surplus assets (if any), after payment to the ordinary stockholders of a maximum of 12½ per cent. of the nominal amount of such stock.

**Ulster Transport Authority.**—According to a recent traffic return, Ulster Transport Authority receipts for the week ended March 13, with the resultant increase or decrease over traffic for the comparative period of 1948 were as follows:—

	1949	Inc. or dec.
Passenger ...	£50,310	+£5,713
Goods ...	£25,686	+£984
Total ...	£75,996	+£6,697

Aggregate receipts for the 23 weeks to date now show an increase of £273,380.

**Easter Train Arrangements, Southern Region.**—Over 400 relief trains will be run between London and coastal resorts by the Southern Region during the Easter holiday period. On Thursday, April 14, three night trains will leave Waterloo for the West of England. There will be a special night service to Paris via Newhaven—Dieppe from Victoria at 8.20 p.m. on Thursday, returning from Paris at 9.45 p.m. on Easter Monday. The Southampton—Havre sailing, which is normally on Friday nights, will be on Thursday, April 14, instead of on Good Friday. There will also be an additional service to Jersey via Southampton, leaving Waterloo at 8.20 p.m. on Thursday. A normal weekday service will operate on Easter Saturday, and normal Sunday services on Good Friday and Easter Sunday. On Easter Monday, services will be normal on main lines with special services on suburban routes.

**New Rolling Stock for Southend Pier Railway.**—An order for 28 coaches for the 3-ft. 6-in. gauge electric railway on Southend-on-Sea Pier is being executed by A.C. Cars Limited, Thames Ditton. The new vehicles, which are attractively finished in light green and cream, with black lining, have sliding doors, controlled from the driver's cabin, and embody several novel features of design and construction. They are 29 ft. long, and run on four wheels. The seating capacity of the motor coaches is 31, and of the trailers 38. The first train of seven coaches has been delivered, and is running trial trips, in readiness for the official

opening ceremony by the Lord Mayor of London on April 13. Further deliveries are planned at intervals during the next three months.

**More Petrol for Road Excursions.**—It has been decided, in addition to increasing the basic petrol ration for private cars, to restore one half of the 12½ per cent. cut imposed last year on the ration for buses and coaches used on excursions and tours and private party work. Operators may draw the extra coupons to which they are entitled at any time up to the end of November. They will be advised as soon as possible of their entitlement, and how to apply for it.

**East Midland Traffic Area Offices.**—The address of the Licensing Authority for Public Service Vehicles, the Licensing Authority for Goods Vehicles, the Regional Transport Commissioner, and the Ministry of Transport (driving tests) for the East Midland Area has been changed from Grosvenor House, Friar Lane, Nottingham, to Castle Gate House, Castle Gate, Nottingham. The telephone number and telegraphic address are unchanged (Nottingham 44371, and Transco, Nottingham). Public Sittings and Public Inquiries under the Road Traffic Acts will continue to be held in the Court Room at Grosvenor House, Friar Lane.

**British Railways Stand at the Ideal Home Exhibition.**—British Railways were represented at the Ideal Home Exhibition at Olympia, which closed on March 26, by an attractive stand which included an enquiry kiosk, photographic display, and exhibition of moving and static models. The photographs (56 enlargements) were mounted on a novel type of stand which enabled them to be turned over rather like the leaves of a book. At the back of the stand was a model railway with a scenic background, miniature fences, crossing gates, culvert, and so on. Two suburban electric trains in the new standard livery ran backwards and forwards on the 25-ft. length of track. Above the model railway was a series of nine miniature reproductions of various kinds of freight wagons, a container, and a mechanical horse. Scale models of diesel-electric locomotives Nos. 10000 and 10001 completed the display.

**Door Fault Detector Lights on London Transport Stock.**—All future rolling stock for London Transport will incorporate a simple device for reducing delays arising from defects in the air-worked door system. It consists of a small red light on the outside of each car and is operated in conjunction with the door signal circuit. At present the circuit passes through interlocks on each door to a pilot lamp in the guard's compartment. Open doors interrupt this circuit, which is only completed when all doors are properly closed. At the same time the guard's pilot lamp lights and indicates that he can give the starting signal to the driver. If one of the doors fails to close there is at present no means of locating the faulty door and delays occur while each door is examined in turn. The new device will indicate to the guard and station staff the car which has a partly-open door. The door signal circuit also operates the driver's starting bell, and will pass in future through a master interlock on each car. This will be controlled by the individual interlocks on each door. Should a door remain partly open the master interlock will not be made, and the red lamp on the outside of the car in question will remain alight automatically until the defective

## OFFICIAL NOTICES

## Crown Agents for the Colonies

APPLICATIONS from qualified candidates are invited for the following post:—

**SENIOR DRAUGHTSMAN (ENGINEERING)** required by the East African Railways and Harbours for 2 to 4 years, with prospect of permanency. Salary £710 a year, rising to £810 a year. Free passages and quarters. Overtime allowance £30. Superannuation fund. Candidates must have a sound knowledge of engineering works and building construction; and of the design of structural steel and reinforced structures. A knowledge of railway yard layout an advantage. Apply at once by letter stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/23736 (3D) on both letter and envelope.

**RAILWAY MAINTENANCE PROBLEMS** By H. A. Hull (late District Engineer, L.M.S.R.). Valuable information. With much sound advice upon the upkeep of permanent way. Cloth, 84 in. by 5½ in. 82 pp. Diagrams. 5s. By post 5s. 3d.

**MECHANICAL APPLIANCES FOR HANDLING RAILWAY TRAFFIC.** By G. Bulkeley. An explanation of the employment of mechanical apparatus for handling and carting general goods. Cloth, 7½ in. by 5 in. 132 pp. Illustrated. 5s. By post 5s. 3d.

## Australia

## QUEENSLAND GOVERNMENT RAILWAYS

## VACANCY FOR DESIGNING CIVIL ENGINEER

APPLICATIONS will be received by the undersigned until April 30, 1949, from persons who are desirous of being appointed to the position of Designing Civil Engineer in the service of the Commissioner for Railways, Brisbane, Queensland, Australia.

Applicants must hold Degree in Engineering from a recognised University or other equivalent qualification.

Must be capable of, and have had experience in, the preparation of drawings involving the design of and calculations for any civil engineering structure such as railway and roadway bridges in steel, reinforced concrete or timber, retaining walls, dams, drainage works, water supplies, etc.

The present salary range is £647/£772 per annum (Australian currency). Appointment may be made at a commencing salary within this range according to the qualifications and experience of the successful applicant.

Particulars required to be furnished by applicants and conditions relating to the appointment will be supplied on application to:—

L. H. PIKE,

The Agent-General for Queensland,  
409/410, Strand,  
London, W.C.2.

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

**WANTED.—Double-Side Tipping Wagons.** 300 cu. ft., standard gauge.—Box 307, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

**CHARTERED Mechanical Engineer** offers to assist firms in building up their sales with the Home and Foreign Railways, Locomotive and Rolling Stock Builders.—Box 308, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

**DESIGNER/DRAUGHTSMAN** wanted with practical Railway Rolling Stock and Diesel Railcar experience. Must be first rate at calculations and of good personality. An engineer with some sales experience preferred. Apply by letter, giving full details of experience.—**STAFF RECORDS OFFICE, A.E.C. LIMITED**, Southall, Middlesex.

**FIRST PRINCIPLES OF RAILWAY SIGNALLING.** By C. B. Byles. Most treatises on railway signalling are intended for the railway signal engineer, but this is an elementary treatise. Cloth, 7½ in. by 5 in. 146 pp. Illustrated. 4s. By post 4s. 3d.

door is closed. A complete train on each of the District, Piccadilly, Northern, and Bakerloo Lines is being fitted experimentally so that the effect of the innovation can be studied before it becomes general.

**Tyneside Strike Ended.**—A thousand railway porters and vanmen decided on March 28 to end the unofficial strike which they began on March 26 at Newcastle and Gateshead goods depots in protest against the Arbitration Tribunal's rejection of the National Union of Railwaymen's claims for a wage increase of 12s. 6d. a week.

**The English Electric Co. Ltd.**—The many exhibits which The English Electric Co. Ltd. is showing at the Castle Bromwich, Birmingham, section of the British Industries Fair (May 2-13) include fuses for use on railway signalling circuits, traction fuses of various kinds, fuses for instrument circuits, and a mercury-arc rectifier of the pumpless, air-cooled, steel tank type.

**British Railways Holiday Guide (Western Region).**—In our March 11 issue, in reviewing the 1949 edition of the "Western Region Holiday Guide," it was stated that "many of the descriptions and photographs are unchanged from the last edition of "Holiday Haunts." It has been pointed out to us that of a total of 275 illustrations in this year's guide only 37 or 13.5 per cent. appeared in "Holiday Haunts" 1947.

**Easter Train Arrangements, Eastern and North-Eastern Regions.**—These Regions will operate 516 extra trains during the Easter holiday period, mainly to and from London, and also between North-Eastern Region stations and Bristol, Birmingham, and Liverpool. On April 14, the 10.0 a.m. down "Flying Scotsman" and six other northbound expresses will be run in triplicate, and two Leeds and Bradford and one Aberdeen expresses run in four parts; on Easter Monday and Tuesday a number of trains will be run in triplicate. On Good Friday, modified Sunday services will be run, and on Saturday, April 16, and Easter Monday modified weekday services. On Wednesday, Thursday, and Tuesday, April 13, 14, and 19, corner seats only will be reservable in trains from Kings Cross; there will be no other withdrawal of seat reservation facilities.

ties. Restaurant and buffet car services will, generally, be maintained throughout the holiday period.

**Robert Stephenson & Hawthorns Limited.**—Net profits for 1948 amounted to £41,430 (against £26,611 for 1947) after charging £52,000 (£36,000) for tax. Dividend and bonus for the year are unchanged at 5 per cent. and 2 per cent. respectively.

**State of Bahia South-Western Railway.**—Notice has been given by the State of Bahia South-Western Railway that payment of Coupon 68, due March 1, 1949, is deferred and interest represented by such coupon, therefore, will become payable out of net profits in respect of subsequent financial years.

**British Thomson-Houston Co. Ltd.**—Among the exhibits of the British Thomson-Houston Co. Ltd. at the British Industries Fair (Birmingham section) between May 2-13, will be a 275,000-volt oil-break circuit-breaker unit, fractional horsepower motors, geared-motor units of various sizes, and industrial control gear units. There will also be a comprehensive selection of Mazda lamps and Mazdalux lighting equipment.

**British Railways Amateur Boxing Championship.**—At the Seymour Hall, Marylebone, on March 29, the semi-finals and finals of the inter-Regional Boxing Championship were fought out under the auspices of the Railway Executive Amateur Boxing Association. The Cup was won by the London Midland Region with 25 points, and the North Eastern Region was second with 21 points. Sir Eustace Missenden, Chairman of the Railway Executive, presented trophies to the winners and runners-up. Other prominent personalities in the transport world who were present included: Mr. John Benstead, Deputy Chairman, British Transport Commission; Major-General G. N. Russell, Chairman, Road Transport Executive; the Rt. Hon. Lord Latham, Chairman, London Transport Executive; Sir Reginald Hill, Chairman, Docks & Inland Waterways Executive; Messrs. C. K. Bird, Chief Regional Officer, Eastern Region; G. L. Darbyshire, Chief Regional Officer, London Midland Region; K. W. C. Grand, Chief Regional Officer, Western Region; C. P. Hopkins, Chief Regional Officer, North Eastern

Region; R. M. T. Richards, Deputy Chief Regional Officer, Southern Region; P. McCubbin, President, Associated Society of Locomotive Engineers & Firemen; and J. G. Baty, General Secretary, Associated Society of Locomotive Engineers & Firemen.

**South African Fare Increases.**—An increase of 7½ per cent. will be imposed with effect from today on the following charges operative over the South African Railways (including South-West Africa) and Mozambique Railways & Harbours: railway and road motor passenger fares and goods tariffs (excluding petrol); harbour dues and charges; miscellaneous services, excluding South African Airways fares; meals; and bedding.

**Easter Train Arrangements, London Midland Region.**—The L.M.R. programme for the Easter holiday period provides for 287 extra main-line trains, including 60 from Euston and 21 from St. Pancras to Scotland, North Wales, the Lancashire coast, the Peak District, and cities and towns in the provinces. Traffic is expected to reach its peak on Thursday, April 14, when 40 relief expresses will depart from Euston and 15 from St. Pancras.

**Crompton Parkinson Exhibit at B.I.F.**—Crompton Parkinson Limited is showing at the Castle Bromwich, Birmingham, section of the British Industries Fair (May 2-13) the railway motor type LT 111, which has been designed for new surface stock of London Transport. It develops 110 h.p. at one hour rating and gives a high rate of acceleration and low balancing speed. The firm has supplied more than 1,500 of the LT 100 type motor, of which this is a development, for London tube stock.

**Passenger-Operated Doors for the Bakerloo Line.**—London Transport announces that passenger door control, as recently introduced on the Central Line and described in our issue of October 22, 1948, is to be extended to the Bakerloo Line this year. At stations on open sections of the line passengers will be able to open the doors by pushing the rubber-covered buttons provided. The closing of the doors will still be under the control of the guard. Cars on the Bakerloo Line were fitted with the necessary equipment

shortly before the war, but it was not brought into use, and the delay has meant that the equipment on some 350 cars will now require to be overhauled before it can be used.

**Sentinel (Shrewsbury) Limited.**—The directors of Sentinel (Shrewsbury) Limited have announced their decision that further capital of a permanent nature should be raised, and consent has been obtained to the issue of £840,000 of ordinary shares. It is proposed that the existing share capital, consisting of 6 per cent. cumulative preference shares of 6s. each and ordinary shares of 2s. each, should be consolidated into 6 per cent. cumulative preference shares and ordinary shares respectively of £1 each, and that new Articles of Association should be adopted. As a preliminary step, the authorised capital is to be increased to £1,000,000. by the creation of 810,000 shares of £1 each. An extraordinary general meeting is to be held on April 5.

### Forthcoming Meetings

April 2 (Sat.).—Railway Students' Association, London School of Economics & Political Science, University of London. Visit to National Physical Laboratory, Teddington, at 2.15 p.m.

April 2 (Sat.).—Electric Railway Society, at the Fred Tallant Hall, Drummond Street, London, N.W.1, at 3 p.m. "A Descriptive Survey of London Transport Railway Rolling Stock," by Messrs. M. G. Dixon and P. J. Geary.

April 2 (Sat.).—Stephenson Locomotive Society, at 32, Russell Road, Kensington, London, W.14, at 2.30 p.m. Annual general meeting.

April 4 (Mon.).—Engineers' Guild, Metropolitan Branch, at the Lighting Service Bureau, 2, Savoy Hill, London, W.C.2, at 6 p.m. "The Constitution and Working of the Law Society," by Mr. C. A. Fell.

April 5 (Tue.).—Institute of Public Administration, at Livingstone Hall, Broadway, London, S.W.1, at 6.15 p.m. "The Organisation of Large-Scale Activities," by Sir Charles Renold, Chairman, British Institute of Management.

April 6 (Wed.).—Institution of Railway Signal Engineers, at the Westinghouse Brake & Signal Co. Ltd., Chippenham, Wilts, at 7.30 p.m. "Track Circuits," by Mr. W. H. Challis.

April 6 (Wed.).—Institute of Traffic Administration, Birmingham Centre, at the Chamber of Commerce, at 7 p.m. "Railway Goods Station Working," by Mr. Sandford.

April 7 (Thu.).—British Railways, Southern Region, Lecture & Debating Society, at the Chapter House, St. Thomas' Street, London Bridge, at 5.45 p.m. Annual general meeting and prize essay competition reading.

April 8 (Fri.).—Road Haulage Association, at Beaver House, Great Trinity Lane, London, E.C.4, at 10.30 a.m. Annual general meeting.

April 8 (Fri.).—Institution of Railway Signal Engineers, at the Institution of Electrical Engineers, Savoy Place, London, W.C.2, at 6 p.m. "Automatic Ticket Machines," by Mr. B. J. Powers.

April 8 (Fri.).—Railway Club, at 57, Fetter Lane, London, E.C.4, at 7 p.m. "Early History and Humour of the Danish Railways," by Mr. M. D. Greville.

## Railway Stock Market

Pre-Budget stock markets have been firmer on hopes that, after all, the Chancellor may decide on minor tax reliefs, as the best means of providing an incentive to increased production and helping to keep costs at a level that will enable British goods to compete in export markets. No big tax concessions are looked for, but according to prevailing views, adjustments to the profits and bonus taxes may be made. There is talk of tax reliefs for lower income groups, and also suggestions of minor "cuts" in the beer and tobacco taxes. These slender hopes have induced a firmer undertone in industrial shares, but, on the other hand, due to the small volume of business passing before the Budget, British Funds have turned slightly easier; although in the City it is thought possible the Chancellor's speech may foreshadow important operations in the gilt-edged market during the new financial year.

Speculative activity in markets switched to Kalfirs and Brazilian railway stocks. The Brazilian railway stocks, under the lead of Leopoldina, showed yet another of their periodic flurries on renewed talk that Brazil may offer £10,000,000 for the railway, although negotiations have not been completed. If there were a £10,000,000 offer for Leopoldina, it would mean that current prices of all classes of the company's stocks are well undervalued, hence the activity again in evidence in them. Nevertheless, until there is official take-over news, they must be regarded as carrying a good deal of speculative risk, with, perhaps, the exception of the debentures. The debentures, it is pointed out in the market, might have good scope for appreciation, if there were a £10,000,000 take-over, particularly the 4 per cent. debentures, which might receive a pay-out of £100. Price of this stock has strengthened to 89 at the time of writing. The 6½ per cent. debentures also were higher at 112 and Leopoldina Ter-

minial 5 per cent. debentures 88½. Leopoldina ordinary, after rising to £11, came back to £10½, and the preference stock at 33½ also was below its recent best. Great Western of Brazil shares were more active, but after reaching 117s. 6d., came back to 115s. 7½d. San Paulo participated in the better trend, touching 148, later receding to 145½. The market is now more hopeful there will be no further delay in settling the company's additional compensation claims, which, as has been pointed out in these notes, should be completed before any fresh take-over offers in respect of British-owned railways and utility companies operating in Brazil.

Elsewhere, United of Havana 1906 debentures have remained more active around 13½. B.A. Central 4½ per cent. first debentures have changed hands around 34, and La Guaira Caracas 5 per cent. debentures marked 62. Mexican Railway 6 per cent. debentures were 86½, with Manila "A" debentures 84 and the preference shares 8s. 1½d. Nitrate Rails shares were 65s., Antofagasta have been more active around 9.

Road transport held steady with Scottish Motor at 104s. 6d., Southdown 160s. and Lancashire Transport 90s. B.E.T. deferred stock rallied sharply to £1.850.

Locomotive building and engineering shares have been easier. Gloucester Wagons weakening to 52s. 6d. Vulcans were 24s. 3d., North British Locomotive 21s., Beyer Peacock 22s. 3d., and Wagon Repairs 5s. shares 20s. Charles Roberts changed hands around £6½, and elsewhere, G. D. Peters 5s. shares have been active around 17s. In other directions, Babcock & Wilcox eased to 65s. 6d., but Vickers, in anticipation of the results, moved up to 30s. 6d. the market expecting the nominal value of the shares to be written up from 10s. to £1 if the Budget removes or modifies the bonus tax. Metal Industries at 43s. 9d. were unaffected by market talk that due to growing activities of the group, more capital may be raised later in the year.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week		No. of week	Aggregate traffics to date				
				Total this year	inc. or dec. compared with 1947/48		Total 1948/9	Increase or decrease			
South & Central America	Antofagasta...	811	20.3.49	£ 76,850	+	£ 14,650	11	£ 788,360	+	£ 165,330	
	Bolivar ...	174	July, 1948	\$28,960	—	\$69,357	30	\$471,287	—	\$301,893	
	Brazil ...	...	...	...	...	...	...	...	...	...	
	Cent. Uruguay ...	970	6.11.48	32,712	+	2,978	18	593,105	—	7,652	
	Costa Rica ...	281	31.1.49	35,772	—	3,648	31	250,009	+	12,870	
	Dorada ...	70	Jan., 1949	31,649	+	8,549	4	31,649	—	8,549	
	G.W. of Brazil ...	1,040	19.3.49	36,400	—	3,000	11	452,300	—	10,200	
	Inter. Cel. Amer. ...	794	Jan., 1949	\$1,089,802	—	\$198,851	4	\$1,089,802	—	\$198,851	
	La Guaira ...	22½	Feb., 1949	\$105,699	+	\$15,467	8	\$215,995	+	\$47,685	
	Leopoldina ...	1,920	19.3.49	44,494	—	7,287	11	530,944	—	80,810	
	Midland Uruguay ...	319	Sept., 1948	19,608	+	3,123	12	67,355	+	16,721	
	Nitrate ...	382	15.3.49	18,176	+	6,954	11	83,532	+	26,531	
	N.W. of Uruguay ...	113	Sept., 1948	5,686	—	1,213	12	16,335	+	1,969	
	Paraguay Cent. ...	274	18.3.49	\$84,069	+	\$14,278	37	\$3,857,138	+	\$1,358,460	
Canada	Peru Corp. ...	1,059	Feb., 1949	221,585	+	69,198	35	1,604,881	+	245,802	
	Salvador ...	100	31.12.48	c267,000	+	c16,000	26	c776,000	+	c53,400	
	San Paulo ...	153½	...	...	...	...	...	...	...	...	
	Taltal ...	156	Feb., 1949	11,595	+	2,600	35	68,930	+	10,325	
	United of Havana ...	1,301	19.3.49	\$499,880	—	\$53,363	37	\$9,566,376	—	\$3,237,201	
	Uruguay Northern ...	73	Sept., 1948	1,072	—	52	12	3,308	+	111	
	Canadian National ...	23,473	Jan., 1949	9,327,250	+	826,250	4	9,327,250	+	826,750	
	Canadian Pacific ...	17,037	Jan., 1949	6,941,750	+	710,250	4	6,941,750	+	710,250	
	Various	Barsi Light* ...	202	Feb., 1949	33,367	+	9,677	48	305,677	+	32,505
		Beira ...	204	Dec., 1948	110,159	—	16,866	13	365,307	+	12,394
Egyptian Delta ...		607	20.1.49	18,286	—	2,075	42	596,981	+	110,321	
Gold Coast ...		536	Jan., 1949	243,578	+	28,590	44	2,145,956	+	538,937	
Manila ...		...	...	...	...	...	...	...	...	...	
Mid. of W. Australia ...		277	Jan., 1949	27,203	+	174	31	203,052	+	40,523	
Nigeria ...		1,900	Dec., 1948	418,702	+	77,374	37	3,366,011	+	774,561	
Rhodesia ...		2,445	Sept., 1947	643,980	+	102,833	52	6,787,603	+	612,938	
South Africa ...		13,347	5.3.49	1,432,429	+	132,948	48	65,559,693	+	3,756,038	
Victoria ...	4,774	Nov., 1948	1,452,889	+	60,190	22	—	—	—		

\*Receipts are calculated @ 1s. 6d. to the rupee